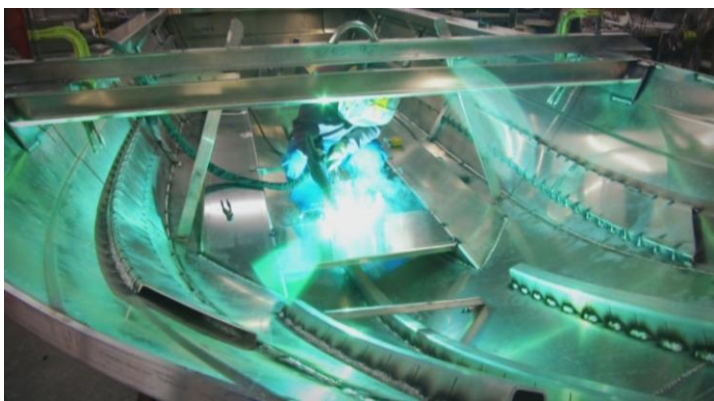


Port of Clarkston 2026 – 2031



**Comprehensive Plan & Comprehensive
Scheme of Harbor Improvements**

PORT OF CLARKSTON
COMPREHENSIVE PLAN and COMPREHENSIVE SCHEME
OF HARBOR IMPROVEMENTS



2026 – 2031

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INTRODUCTION



Mission and Core Values for the Port of Clarkston

It is the mission of the Port of Clarkston to fully use its statutory authority to:

Deliver property, facilities, and infrastructure that encourage private investment, create financial well-being for constituents, create family wage jobs, diversify and stabilize the local economy and create a sustainable environment;

Take the lead in ensuring that waterfronts are vibrant, active centerpieces for the communities in the locality and partner on improving other tourism and recreation opportunities; and,

Preserve and better the quality of life for the citizens of Asotin County.

Values are traits or qualities that are considered worthwhile; they represent an organization's priorities and convictions. Value statements are grounded in principles which define the behavior of the organization's members.

The Commissioners affirm that the following core values define the actions and beliefs of the Port of Clarkston:

Professionalism - Responsible, accountable and respectful.

Transparency - Open planning and decision making, providing full, accurate and timely disclosure of information to the public.

Visionary - Creative ideas for a positive future; forward-thinking by looking for things that have not been done before and have the foresight to anticipate the impacts of decisions.

Sustainability - Rely on local resources; generate and distribute benefits locally, while protecting long-term community interests.

Collaboration – Active cooperation, communication and development of productive working relationships with community groups and government agencies by coordinating activities, sharing resources and leveraging funding opportunities.

Integrity - Adher to principles that represent the best interests of the community.

The Comprehensive Scheme of Harbor Improvements (Comprehensive Scheme)

Developed as a tool for the Port of Clarkston and its constituents, this Comprehensive Scheme sets the Port’s vision for the next six years. To realize that vision, it outlines a general scheme of harbor improvements, meeting the requirements of Chapter 53.20 of the Revised Code of Washington State.

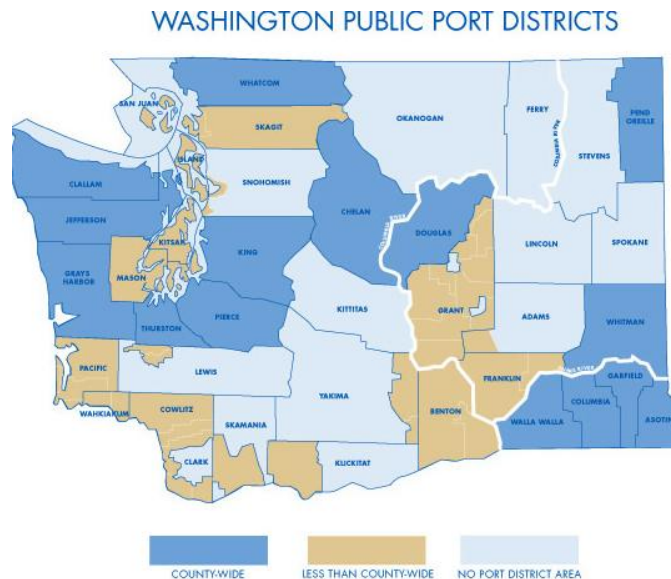
The original Comprehensive Plan was created in 1966. Since then, the guiding document of the Port has undergone a number of revisions.

History of Washington Ports

In 1911, the state legislature enacted laws that allowed the people to establish port districts and elect commissioners to administer the districts and oversee their development and operation. The Port District Act of 1911 provided legal resolution to the long struggle to achieve public control over areas that impacted the public through commerce.

While those laws have been changed from time to time since 1911, the most important provisions still remain. Because they are public, but must operate in a proprietary way much like other type of business, public ports are independent of other types of governmental authority except for state and federal laws. They are “creatures of legislature” and a special form of local government. Formed by a vote of the people they serve, ports are financed in part by property taxes paid by the people of the district.

A port district, of and by itself, is a geographical area that may be as large as an entire county or as small as a city or town. Its boundaries are defined when the district is formed.



Voted into being by an election of the people who live in the district, Washington law creates Port districts as “municipal corporations” of the state. Often referred to as “special purpose districts,” ports are different from counties, cities and towns.

Almost all powers of the port district are vested in a board of commissioners or “Commission.” Elected from the district to serve staggered six-year terms, the governing body of commissioners assures local control and accountability. The port commission, like a city council or county commission, is the legislative body responsible for making the policies and decisions of the district in both internal and external matters. Such policies or decisions might involve adoption of plans, establishing positions, setting employment policies, purchasing or disposing of real estate and other property, setting rates, adopting budgets, levying taxes and more. The commission appoints a chief administrative officer--whose title at the Port of Clarkston is “Executive Director”--to administer the policies and decisions made by the commission.

General Powers

Washington law allows port districts to develop many types of facilities to provide a variety of services. Most easily identified are the various transportation-related amenities, such as marine terminals, storage sites, and other direct transportation. Ports also deal directly with economic development (measured in terms of family wage job creation), recreation and tourism. See Appendix A for additional discussion of the powers of Port Districts.

Port activities do not need to center around navigation channels. Per Title 53.04 of the Revised Code of Washington, port districts lacking appropriate bodies of water could still be formed and have all the powers, privileges and immunities conferred on all other port districts.

Transportation

Marine Terminals. Terminals, a major part of many ports’ operations, provide for the movement of ships, boats and barges in hauling goods and people in domestic and foreign commerce. These include piers, wharfs, jetties, boat landings and equipment such as cranes for loading and unloading vessels and barges. The Port of Clarkston’s water infrastructure supports movement of freight and also movement of cruise boat passengers, creating commercial, tourism, and recreational benefits.

Storage Sites. Ports with marine terminals generally provide storage and processing facilities related to the transfer of goods on water and land. These include warehouses, transfer places such as container freight stations, and places for processing, freezing, storage and subsequent movement of agricultural commodities, other perishable foodstuff, and other products in general. Some ports have large domed structures for the storage of bulk metal ore, extensive land areas to store logs and lumber awaiting shipment, and many ports have grain storage elevators.

Other Direct Transportation. Subject to the limitations by law, ports may operate certain railway facilities. They may provide roadways, toll bridges, tunnels, highway approaches, canals, locks, utility lines, telecommunications infrastructure, tramways, ferry service and passenger watercraft.

Economic Development

Law empowers Washington’s ports with broad economic development authority to bring business and jobs to their communities. Almost every Washington port pursues an aggressive program of industrial and economic development to promote employment and otherwise enhance the economy of the state and district. Some ports deal with all aspects of the subject, others with only one or two. Ports may:

- Develop lands for industrial and commercial needs;
- Provide general economic development programs;
- Buy, lease and sell property;
- Provide air and water pollution control works;
- Operate trade centers and export trading companies;
- Establish and operate foreign trade zones;
- Promote tourism and recreation; and,
- Build telecommunications infrastructure and provide wholesale telecommunications services.

Economic development entities seeking to assist hometown businesses in being vital, growing and firmly rooted, look beyond business recruitment to business retention and expansion activities to build strong economies.

Port of Clarkston

As early as the 1870's, before Washington was even a state, steamboats carried orchard and grain products on the Snake and Columbia rivers to coastal markets in the west.

The Port of Clarkston was created in 1958, which was 17 years before completion of the Lower Granite Dam in 1975. The dam enabled shipments of agricultural and forest products from the area via the Snake & Columbia rivers.



On September 9, 1958 during the state primary election, voters approved creation of the county-wide Port district, with 2,252 voting in favor, and 588 voting against. The first meeting of the Port Commissioners occurred on October 6, 1958. Emmett Johnson representing District #1 was elected president of the commission, Earle Ausman representing District #2 vice-president, and Chalsey Floch, representing District #3, secretary.

The Port of Clarkston is the farthest inland port in Washington State, located at river mile 137.8 of the Snake River, approximately 460 miles from the mouth of the Columbia River. Prior to navigable access, the Port focused on industrial development. The grain elevators on Port Way have been a part of the landscape since the 1970s, with grain almost continuously shipped from that terminal since the completion of the river system.

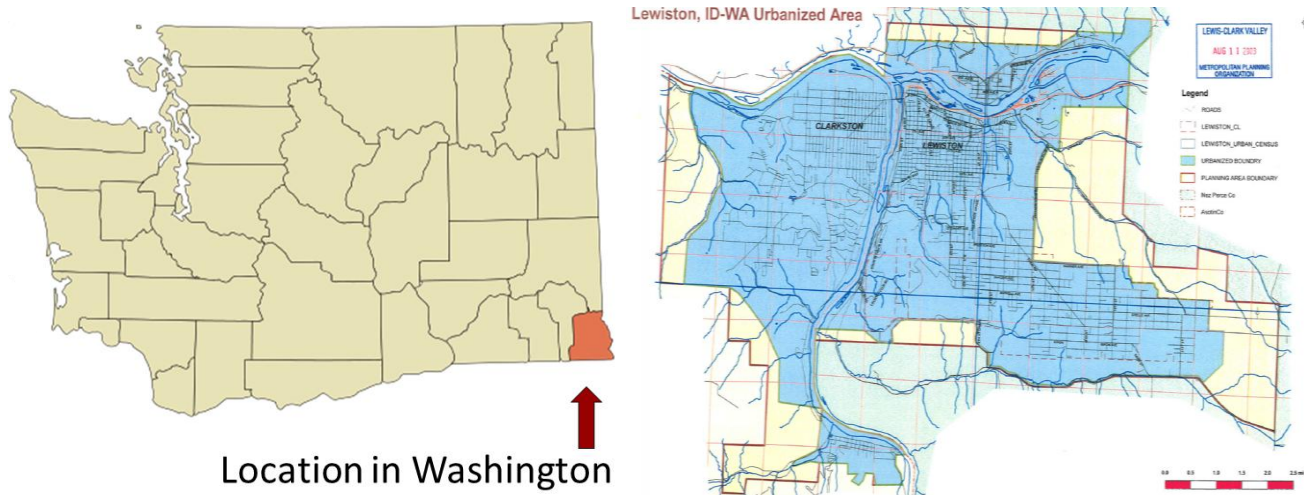
Cruise boats began calling at the Port of Clarkston in 1980.

Tourism and commercial development related thereto, via cruise boats, is a niche market served by the Port of Clarkston, with the number of tourists and support staff being served trending upwards since the economic downturn in 2008.

Characteristics of Asotin County

Location

Bordered by 40 miles of Snake River to the east and to the north, Asotin County is in the southeast corner of the state of Washington. The two incorporated cities in Asotin County, Clarkston and Asotin, have been identified as part of the Lewiston, ID-WA metropolitan statistical area (MSA). The third city in the MSA, Lewiston, Idaho, has a population that significantly exceeds the combined populations of Clarkston and Asotin.



Regional context

Asotin County, established in 1883, is in the farthest southeastern corner of Washington, bounded on the east by Idaho and on the south by Oregon. Garfield County makes up its western border and part of its northern border as well. The balance of its northern border is shared with Whitman County.

Before white exploration and settlement, the semi-nomadic Nez Perce inhabited what is now Asotin County. Tribes on both sides of the Nez Perce Trail used it for commerce, which was of strategic importance to the development of the region. Modern-day highways largely parallel the old trail.

The establishment of the territory and the end of the Indian Wars resulted in an influx of white settlers into the county. Asotin, a former Nez Perce village, attracted settlers who were producing cattle, fruit and vegetables for mining camps in Idaho by 1868. Most economic development in the county was linked to mining activity in Idaho. Between 1868 and present time, there was a period of roughly only 40 years in which the riverway was not used as a key transportation corridor for freight and people.

By the 1950s, agriculture dominated Asotin County's economy with grain crops, such as wheat and barley, as well as peas, berries, tree fruits and nuts, which were clustered near the river. The food processing industry grew up around these crops and the meat and dairy farms.

The dense stands of fir in the Blue Mountains made lumber and wood products a growth industry. Hunting and other outdoor recreation have been growth industries, too. The completion of the Lower Granite Dam in 1975 shut down orchard and beef-processing activities along the river as land was submerged, but it created one of the longest inland water routes in the nation. Agriculture remained important, but now shared top billing with port activity at Clarkston-Lewiston and the federal U.S. Army Corps of Engineers, which operated the dam. Population growth followed the port activity at both Clarkston and Lewiston, fueling trade and service sectors catering to their needs.¹

Asotin County is tied closely to Nez Perce County, Idaho. Together, the two counties make up the Lewiston metropolitan area. Strong growth in manufacturing and a general economic expansion in most sectors in both counties have provided residents of the port area with many job opportunities in recent years.

Local economy

Over the past three years, Asotin County experienced notable shifts in employment and unemployment. Resident employment increased by 3.8% from 2022 to 2024. From 2021 to 2022,

¹ Source: *Historic Glimpses of Asotin County* by E.V. Kuykendall, Bob Weatherley of the *Asotin County American*

there was a slightly smaller increase in employment with 0.4% growth, from 10,228 to 10,274 employees. In 2024, the labor force had increased to 10,850.

The unemployment rate in the county was 3.4% in July 2025, down from 4.0% in July 2024.

- In July 2025, Asotin County had total nonfarm employment of 7,110 jobs, with 10 jobs (0.1%) lost compared to July 2024. The private sector contracted by 50 jobs (0.9%), while government employment increased by 40 jobs (3.2%).
- Industries with growth include private education and health services, which increased by 110 jobs (6.2%). Financial activities saw strong gains, growing by 10 jobs (4.2%). Retail trade industry added about 10 jobs (0.9%) over the year, and manufacturing added 10 jobs (2.1%).

Industries facing declines include construction industry which lost 80 jobs or (15.7%), followed by leisure and hospitalist with a loss of 70 jobs (8.0%). Professional and business services saw a drop of 40 jobs (8.3%).

Detailed employment and related demographic data can be found in Appendix B.

Fish and Dams

Locks and dams on the Columbia/Snake river system make cruise visitation possible . In 2025, The region's economy could be significantly affected by decisions about the dams on the lower Snake River. In 2025, the local economic benefit of this line of business calling at the Port of Clarkston is estimated at \$9 million annually.

On September 28, 2020, a joint Record of Decision on the Columbia/Snake River System² Operation (CRSO) Environmental Impact Statement (EIS) was signed by the U.S. Army Corps of Engineers, Bureau of Reclamation, and Bonneville Power Administration, wrapping up a four-year process of information-gathering, alternative analysis and public input. The Record of Decision documents the Preferred Alternative as identified in the EIS, as the Selected Alternative for implementation and the agencies' final decision. In the Preferred Alternative, the four lower Snake River dams remain, thereby preserving 460 miles of navigation and confirming the economic importance of the Columbia-Snake system for both navigation and hydropower generation. Some of the rejected alternatives did consider breaching those dams.

The 2020 EIS was challenged in court by environmental groups and several Tribes. In 2023, an agreement to pause litigation was brokered between the Biden administration, Tribes, and environmental groups. This agreement committed the government to actions potentially leading toward dam breaching. However, in July 2025, the Trump administration issued a memorandum that revoked the 2-23 agreement. This latest action reverts to the findings and decisions of the 2020 CRSO EIS.

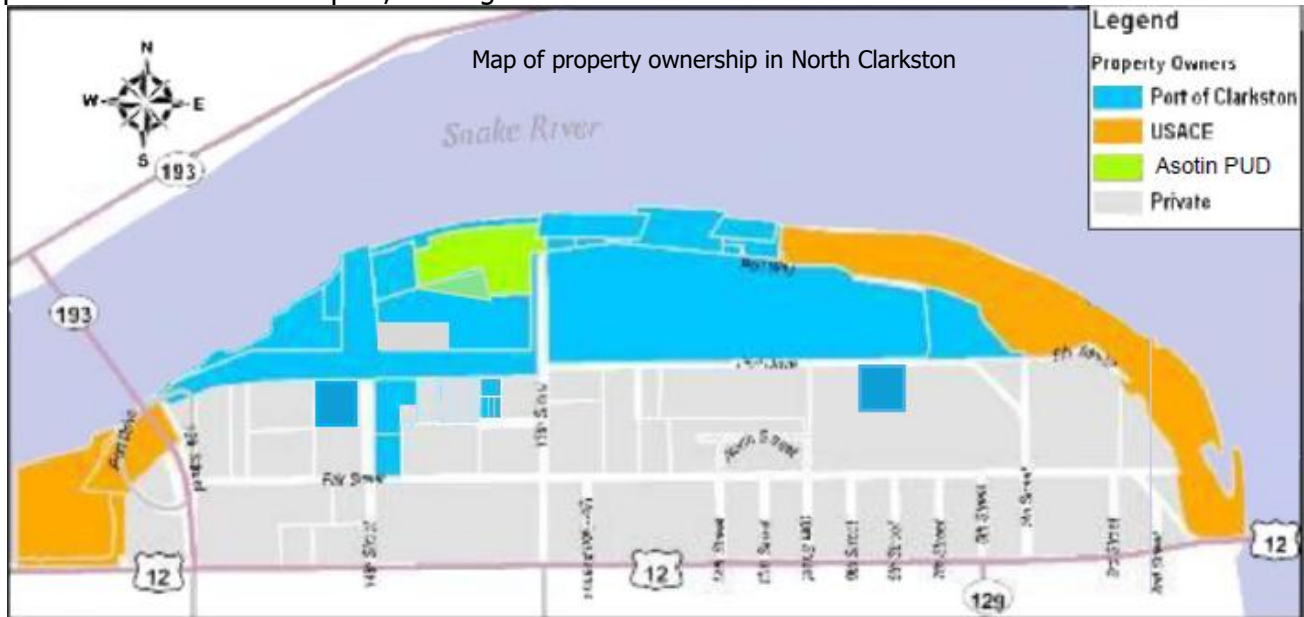
Port Properties

The Port of Clarkston operates as both a landlord (managing Port-owned properties) and a property developer where it has prepared land for development and makes it available for purchase. The real estate and infrastructure the Port has managed for the benefit of its constituents has expanded beyond the "historic port area" in north Clarkston to "Turning Pointe Business Park" in Asotin County west of Dry Creek Gulch, off Evans Road (in Section 36). The Port recently completed a grading plan for 11 acres of potential additional shovel-ready land.

² The system is comprised of 14 federal dam and reservoir projects in Idaho, Montana, Oregon and Washington.



In the historic Port District in north Clarkston (defined as north of Bridge St/Highway 12), the Port owns 104 acres of land and manages nine additional acres underwater through a Port Management Agreement with the Washington Department of Natural Resources. Of the 104 acres of land, 83 are currently under lease. This leaves roughly 21 acres of ground presently available for lease or sale in north Clarkston. Via Resolution 2019-06, the Port Commission recognized all Port-owned properties present and future as surplus, making them available for sale or lease.



While real estate properties are addressed in this plan, continued operation is not a long-term goal, as these parcels are surplus to the needs of the Port in the long-term. There are properties and roadways not yet constructed at Turning Pointe addressed as a precursor to making improvements so property can be surplussed and sold or otherwise conveyed to other parties. Specifically, parcels at Turning Pointe are available for sale.

In addition to land it owns outright in north Clarkston, the Port leases roughly 29 acres of land from the U.S. Army Corps of Engineers (USACE) and, associated with the marina, an additional 3.67 acres of land and 12.23 acres under water for tourism/recreational purposes. Some property shown in orange above however, is not leased by the Port and remains in operational use by USACE. The Port has a Port Management Agreement with the Washington Department of Natural Resources that provides additional underwater acreage for port purposes.

The Port owns several access points to the river and leases others along the Snake River in north Clarkston. The freight dock on the north end of 14th Street and the land by the grain terminal used for filling grain barges are owned by the Port (the grain terminal operates dolphins to support wheat shipment). In addition, access for cruise boats and a commercial boat tour operation are obtained through leases between the Port and USACE. The day-use recreational dock and the marina with boat launch access are also achieved through Port/USACE leases. River access points are shown on the map below.

Map of River Access Points in North Clarkston, WA



Of the three Ports at or near the confluence of the Snake and Clearwater Rivers, the Port of Clarkston has fewer multi-modal opportunities (no rail and less easy access to main highways) and more sedimentation. However, the Port of Clarkston is the best suited of the three ports to accommodate cruise visitors and crew given its easy access to amenities (hotel, winery, brewery and retail shopping) within walking distance of the 7th Street dock. The number of passengers and crew visiting the valley continue trending upward.

The marina located at 1550 Port Drive is property leased from USACE and subleased to a consessionaire. It is presently in hold-over status.

Port Planning Documents

COMPREHENSIVE PLANNING DOCUMENTS

The Port's first "Economic Summary and Comprehensive Plan for the Clarkston Port District" or Comprehensive Plan³ was prepared by Bovay Engineers for the Port of Clarkston in 1966. In 1999, John Fratt completed an assessment of that Comprehensive Plan and recommended a revision, as

³ Note on terminology: Previous versions of the Port's key planning document have been titled "Comprehensive Plan." The word "harbor" in the statutory language has a historical reference that dates back to when Ports' primary purposes were directly marine-related. The terminology "Comprehensive Plan" has taken on new meaning since the Growth Management Act was passed. Therefore, the Port of Clarkston has chosen to eliminate any confusion by titling this document as a "Comprehensive Plan and Comprehensive Scheme of Harbor Improvements."

operations had changed enough at the Port of Clarkston to support the need for an update. In May 2001, BST Associates from Bothell, WA, created a new Comprehensive Plan.

In July 2004, under Resolution 2004-07, the Port adopted revisions to the 2001 Comprehensive Plan to expand and update the recreational component of the plan.

A new section, "Section 4. Financial Considerations" was added to the Port Comprehensive Plan by Resolution No. 2006-01 of the Port Commission and passed on the 20th day of February, 2006. The purpose of the amendment to the Comprehensive Plan was to record the change in accounting method from accrual basis to the cash basis effective January 1, 2005. This accounting method remains in place today.

The Port has regularly made modifications to the Comprehensive Plan/Comprehensive Scheme of Harbor Improvements, with the most current one approved November 2025.

GOALS, POLICIES, & OBJECTIVES FOR PORT DEVELOPMENT

The Port of Clarkston Commission recognizes the importance of clearly defining the major goals, objectives and policies of the Port and utilizing them to guide future port activity. Since port districts are publicly owned, it is important to receive public input on port development to ensure ports are targeting the needs and concerns of the district. Public opinion and input is important, nevertheless, the Port Commission remains the final authority as to the content of this comprehensive scheme.

To obtain public opinion and input, public advertisement was placed in the Lewiston Morning Tribune requesting comments, the draft comprehensive scheme was sent to the local library and posted on the port web site and a public meeting was held to discuss this Port Comprehensive Scheme of Harbor Improvements/Comprehensive Plan. The date and location of the meeting is listed below:

November 12, 2025, during a regular Port Commission meeting

Goals, policies, and objectives add flexibility to a Comprehensive Scheme of Harbor Improvements by giving general directions for decision making, but not specific projects for achievement. At the same time, goals and objectives provide a measure for evaluating and monitoring progress toward a desired end.



The goals, policies, and objectives section contain three distinct elements:

- (1) GOAL STATEMENT - A broad encompassing statement about a desirable future attribute, trait, or condition to strive for.
- (2) POLICY/OBJECTIVES STATEMENT - Specific target actions to be taken toward achieving the goal and a general course of action to be pursued.
- (3) FINDINGS - Information that explains the rationale behind each goal.

GOAL 1: *Actively encourage diversification of the District's economic base.*

Policies/Objectives:

- Support the manufacturing sector through engaging in regional collaboration involving manufacturers.
- Identify and assist in the development of new products, markets, and industries relying on the human, organizational, educational, agricultural, and natural resources of the region.
- Investigate the need for additional facilities for storage, handling, and processing of value-added agricultural commodities and wood products.
- Seek new economic opportunities and accelerate the Port's involvement in economic development activities in Asotin County's communities.
- Promote tourism as a viable industry by advertising, publicizing, or distributing in cooperation/collaboration with Visit LC Valley information designed to attract visitors as outlined by RCW 53.08.255 with emphasis on cruise boat passenger opportunities and the Lewis-Clark Valley American Viticultural Area.
- Initiate dialog with other public agencies, non-profit economic development organizations, and the private sector to obtain and support industrial feasibility studies of potential regional significance.
- Partner with local, regional and state economic development organizations to recruit, retain, enhance and foster business and industry.

- Encourage entrepreneurialism and growth of new businesses or capacity building for existing businesses through advising the entrepreneurship and business programs at Walla Walla Community College, Lewis-Clark State College, and through financial institution advisory committees, assisting with business plan competitions and providing other support for emerging and growing businesses.
- Identify and follow-through with opportunities relating to feasibility or other studies for emerging clusters and/or incubators.
- Seek opportunities to diversify the economy through renewable/sustainable energy business growth and retention.
- Utilize powers granted by SSB 6675 and HB 2664 (RCWs 53.08) and subsequently authorized (via Legislature) powers, and partner with local service providers, if invited and where feasible, to provide wholesale high speed, broad bandwidth telecommunications infrastructure throughout Asotin County.
- Explore the applicability and benefits of creating an Industrial Development District in accordance with RCW 53.25 and utilize, as needed, to accomplish economic development objectives.

Findings for Goal 1:

Asotin County's major industries are service, retail and government. The agricultural sector has been and continues to decline in both employment and revenue generation. Workers are one of Asotin County's biggest exports.

Service sector jobs have been the source of job growth in Asotin County. However, the jobs being created are not family wage jobs. Youth and young adults contribute to the population in lesser numbers than compared to elsewhere in the state, while the people aged 65 or older make up a much more significant part of the population. The population aged "20 – 24 years" had 92% participation rate in the workforce, with 1,188 jobs. The population aged "45 to 54 years" had a 79.6% participation rate, but contributed 2,549 jobs or 210% more than "20 – 24 years". The most telling number relating to the workforce is the 6% participation rate of those "75 years and over;" that 6% still contributed 2,387 jobs or 200% of the number of jobs for the "20 – 24 years" age category.

More family wage jobs are needed in Asotin County to decrease out-migration of young people. It is the Port's opinion that economic base diversification, state of the art telecommunications, manufacturing cluster support and regional collaborative approaches to economic development are some suitable paths to this goal.

GOAL 2: Lead and coordinate economic development activities within the District and County, and communicate results to constituents.

Policies/Objectives:

- Pursue active recruitment of new economic opportunities both from inside and outside the District.
- Acquire feasible sites in Asotin County for cooperative development with interested community members and firms.
- Seek strengthened partnership with economic development partners such as Southeast Washington Economic Development, Valley Vision, and other EDA planning districts, Community Economic Revitalization Board (CERB), Walla Walla Community College, Washington State University (WSU), E. Washington Partnership Workforce Development Council, the state legislature and regional state and federal agencies/organizations to fund economic impact studies and needs assessments, and facilities and services.

- Provide input on District and County needs to the Pacific Northwest Waterways Association (PNWA) and the Washington Public Ports Association (WPPA).
- Assist or make referrals relating to private business needs.
- Distribute promotional materials/websites/interpretive signs/presentations for the District and County in general and develop promotional materials for Port facilities in particular.

Findings for Goal 2:

The Port holds capabilities as a general-purpose economic development agency and an off-water industrial property developer. The Port acts as a liaison between private businesses and local, state, and federal business assistance programs. It is a conduit to state and federal lobbyists. Therefore, the Port needs to communicate with, and educate, the public about these capabilities. The Port must continue to increase the coordinated, cooperative promotion of the area to prospective industrial investors and firms. In addition, the Port needs to continue collaborative efforts to grow capacity in advanced manufacturing and other sectors of the economy.

GOAL 3: Continue to acquire, develop, manage and, as needed, dispose of Port properties, facilities and leases.

Policies/Objectives:

- Maintain a flexible leasing policy responsive to the needs of the district.
- Provide public port facilities as warranted by market demand, including construction where needed.
- Acquire additional acreage and buildings when needed for future Port expansion.
- Acquire Federally owned land through the Maritime Administration Port Conveyance Program or Water Resource Development Act (WRDA).
- Explore removal of constraints on existing Port-owned real estate to create flexibility should disposition be deemed beneficial. Review leases in which the Port is "Lessee" for potential modification (either downsizing or expansion), if such adjustment improves the business case for the Port.
- Continuously address the needs of the cruise boat industry by evaluating costs and benefits of expanded cruise boat passenger facilities, update POC Tariff and invest as needed to assure the needs of the marine industry are met and the industry itself, along with the Port, are sustainable.
- Encourage maximum taxable tenant improvements at all Port sites.
- Incorporate proactive environmental planning with industrial, commercial and recreational (including cruise boat) development on land and on the water and implement as needed to address growing demand.
- Update the aerial photos and maps of Port properties and facilities.
- Keep assets clean, safe, and attractive.
- Work with Asotin County, City of Clarkston and other local agencies on stormwater runoff issues.

Findings for Goal 3:

For the Port to continue successful economic growth in Asotin County, it must continue to acquire, develop, and management of Port properties and facilities. Therefore, the Port must continue to nurture its existing on-water and off-water sites and diversify its interests by exploring alternative locations and approaches, such as micro-enterprise development in rural communities.

The cruise industry continues to grow and the role of moorage in the Lewis-Clark Valley has become increasingly important since passenger change-out at the Port of Clarkston began in 2015. Sept. 26, 2017, maximum capacity at the Port was reached with three boats moored at the 7th Street cruise boat dock and one at the 14th Street dock, and that situation has been repeated annually. Capacity constraints have been alleviated with completion of the cruise dock at the Port of Lewiston. However, expansion of the number of vessels calling here, as well as the need for winter maintenance facilities, continues to create facilities opportunities. With the increasing challenges facing waterfront development as a result of the ESA listings of salmon and steelhead and updated stormwater regulations, the Port must be forward thinking in its future development plans and incorporate proactive methods for industrial development in balance with watershed improvements and preservation, as well as commercial and recreational development on the riverfront.

The Port has secured port security resources to assure safety of its properties in north Clarkston and will provide adequate lighting and other security measures as it continues to develop property.

GOAL 4: Create infrastructure to help facilitate enhanced telecommunications services countywide, in partnership with stakeholders.

Policies/Objectives:

- Work within the guidelines RCWs 53.08 which allows Ports to build telecommunication infrastructure and offer it wholesale or retail to service providers or customers to manage/expand infrastructure.
- Work with Asotin County's independent telephone companies to create infrastructure that will help our local providers enhance telecommunications services offered to rural communities.
- Work with Asotin County Broadband Action Team to ensure Port priorities and projects are well understood and help meet larger community goals (such as emergency communications and middle mile needs) which will require funding.
- Work with the PUDs, Northwest Open Access Network (NOANet), Bonneville Power Administration, Port of Whitman, Port of Lewiston, WPPA's Broadband Committee, other agencies building telecommunications infrastructure and internet service providers to provide and link networks that will reach in and out of Asotin County.
- Expand the Port of Clarkston's fiber optic network throughout Asotin County, recognizing that affordable high-speed internet connectivity is essential for education, health care, and business growth.
- Build transmission and "bricks and mortar" type facilities for lease in Asotin County that will encourage telecommunications companies to provide enhanced services in rural Asotin County.
- Where possible, tap state and federal resources to support this goal.

Findings for Goal 4:

The Port of Clarkston has adopted the Port of Whitman model whereby partnerships are formed with multiple telecommunications carriers that provide broadband choices for citizens in their jurisdiction through the lease of dark (unlit) fiber optic cable. The Port of Clarkston has approximately 26 miles of fiber optic cable throughout Clarkston, at Turning Pointe Business Park and within the incorporated area of Asotin County. It is essential for this infrastructure to be expanded to meet growing demands for high-speed internet connectivity.

The Port will continue to develop infrastructure throughout Asotin County, form partnerships and link networks in order to provide affordable, state-of-the-art telecommunications opportunities throughout the County. It will continue to expand upon the many existing partnerships with for-profit and non-

profit retail internet service providers for service delivery. It will collaborate regionally, on a state level, and national level for both last mile and middle mile projects.



GOAL 5: Encourage a balanced and economical multi-modal transportation system serving agriculture, commerce, industry, recreation and tourism.

Policies/Objectives:

- Advocate for adequate navigation and amenities for the commodity and cruise boat industries on the Columbia/Snake River system, including defining turning basins.
- Continue advocacy for maintaining the entire Columbia/Snake River channel as a transportation system.
- Recognize that all modes of transportation are important with emphasis being shifted from time to time depending on needs of the region.
- Formally participate in the metropolitan planning organization, regional transportation planning organization and state transportation planning on a regular basis to preserve and enhance transportation systems.

Findings for Goal 5:

Advocacy is continually needed for building, sustaining and maintaining on-the-water facilities, dams and a channel that is navigable, including adequate appropriations. The Port engages in this effort with assistance from and membership in the Pacific Northwest Waterways Association, Northwest River Partners, and the Inland Ports Navigation Group.

Port staff have served on the Palouse Rural Transportation Planning Organization (PRTPO) Board, as well as the Lewis-Clark Valley Metropolitan Planning Organization Technical Advisory Committee, to facilitate partnerships, exchange information and advocate for transportation solutions, where needed. Emphasis on the local level has been on traffic flow, walkability, and improved bike and pedestrian amenities.

GOAL 6: Develop and maintain recreational facilities physically and operationally in recognition of the importance of recreation to the health and quality of life of citizens within the Port District.

Policies/Objectives:

- Continue to maintain and improve to existing recreational facilities including but not limited to retaining wall viewing areas, interpretive panels, path upgrades, spanning gaps where needed, landscaping and lighting of pathways.

- Create new recreational opportunities where compatible with commercial and industrial development goals (for example, extending trails on the waterfront, creating a trail system at Turning Pointe Business Park, building a dog park and or spray feature at Granite Lake Park).
- Investigate opportunities to increase income and reduce costs while continuing to maintain the park, cruise boat docks, trails and other facilities.
- Continue to support recreational facility/economic development riverfront projects in west Clarkston.

Findings for Goal 6:

Historically, operations and maintenance revenues have been able to support Port activities including the continued operation and maintenance of Granite Lake Park, dock and amphitheater. Creating recreational opportunities at the Turning Pointe Business Park will increase costs for operations and maintenance, even though the Port is seeking waterwise and limited maintenance solutions. Therefore, operations revenues may not be sufficient to cover the costs of recreational amenities. However, availability of recreation facilities can aid in creating an attractive environment which will aid business recruitment efforts and business retention efforts for the District and region at large. Therefore, it is acceptable to move forward on this goal, even if tax revenues must be tapped to maintain the amenities.

GOAL 7: Maintain the District's fiscal ability to provide needed resources and services to all constituents and assure accuracy of financial reports filed with State Auditor's Office.

Policies/Objectives:

- Periodically review long-term lease rates to consider the impacts of inflation, the needs of the district, and the competitiveness of leases and apply inflationary adjustments (generally CPI) consistently, whether leases are monthly or long-term. Perform lease rate study every 5 years to ensure port leased assets are at fair market value per RCW 53.08.
- Periodically review the best use of excess or inactive properties and consider their sale to fund capital projects.
- Strive to manage 100% of operations and maintenance costs within revenue received for operations. This will thereby preserve tax revenues, to the extent possible, for long-term investments in asset- and capacity-building.
- Maintain solid internal controls, review processes, and record-keeping on cash basis of accounting.

Findings for Goal 7:

Historically, Port policy has been to conserve the district's money and not require more taxes beyond what was originally authorized. The Port has worked hard to cover maintenance and operations expenses with operational revenues, including the cost of maintenance dredging. Existing tax revenues support the creation and/or acquisition of new public assets. Turning Pointe Business Park, at an investment of roughly \$5 million, has been one of the biggest projects undertaken by the Port in recent years. (The amount invested is more than ten years of tax revenues for the Port of Clarkston.) The Port's total investment in new capital projects is over \$11 million from 2015 through most of 2025 (see completed projects in next section).

The Port has worked hard to secure grants and loans so that it was not necessary to increase the taxes paid by constituents. Grants secured from 2015 through 2025 for capital and non-capital projects was nearly \$5.8 million. As a result of the achievement of two fiscal goals—responsible

management of resources and growing the tax base--the tax levy rate for the Port has decreased by 48% in the last twenty years.

SUMMARY: In establishing these goals, policies and objectives, the Port of Clarkston hopes to set a realistic and achievable course for the next six to ten years. The Port has written these goals broadly in order to maintain flexibility while identifying priorities, targeting actions and providing information behind the rationale for each individual goal.



ECONOMIC DEVELOPMENT INITIATIVES

Preface

Location overview: Assets owned by the Port of Clarkston are generally located in north Clarkston (north of Bridge Street) or in "Turning Pointe," the sustainable business park south of Ben Johnson Road and west of Evans Road in Asotin County. However, projects on the horizon, particularly capacity building projects, are not limited to those two locales.

CAPITAL PROJECTS:

Completed projects: The following is a list of infrastructure projects the Port of Clarkston has completed from 2015 through 2025:

CAPITAL PROJECTS FROM 2015 TO 2025

| <i>Category of Expense</i> | <i>Grant/loan assistance</i> | <i>Public Investment</i> | <i>Status of Project</i> |
|---|------------------------------|--------------------------|--------------------------|
| Telecommunications Infrastructure | Yes | \$ 6,613,981 | Completed |
| Land Development | No | \$ 622,557 | Completed |
| New Building/Building Improvements and Property Acquisition | No | \$ 3,195,712 | Completed |
| Equipment | No | \$ 104,356 | Completed |
| Marine Investments (including dredging) | Yes | \$ 1,041,648 | Completed |
| Miscellaneous | No | \$ 59,114 | Completed |
| TOTALS | | \$ 11,637,367 | |

Planned for 2026: Within the draft budget for 2026 are the following projects:

773 - Capital Projects carried over from 2025

- Assessment of conditions at 14th Street dock, with potential implementation of infrastructure improvements on the horizon.
- 7th Street Cruise Dock Improvements

773 - New Capital Projects in 2026

- Expand telecommunications infrastructure incrementally where business case can be made for expansion
- Purchase of new staff vehicle
- Asphalt Maintenance at multiple Port properties (patching, sealing and striping)
- Asphalt Paving Project
- Paint two (2) port owned buildings
- Purchase of equipment and materials for operation and maintenance (O&M) of Broadband Network

Discussed as “being on the horizon” in the 2026 budget narrative were these capital projects

- Reinforce west end of 14th Street dock for future heavy freight movement (Conditions assessment to occur in 2025-2026)
- Expand shovel ready land for sale or lease at Turning Pointe Business Park through a series of grading projects
- Update port security equipment and explore need for expansion
- Potential to purchase land and/or existing buildings: Land and/or buildings being offered for sale may present opportunities for the Port to expand its inventory
- Encourage development of a multi-tenant or incubator building to further economic development objectives.

Industrial and Commercial Infrastructure

A – Development Overview – On or Near the Waterfront

Description: The original industrial and commercial infrastructure owned by the Port of Clarkston since the 1960s is in the Clarkston city limits, north of Bridge Street. It consists of land, buildings on Port owned land, water, and sewer. The original improvements did not come together as a named development, except that most of the land used to be the old airport. Therefore, this section of properties and projects within north Clarkston are collectively referred to as the Historic Port District. Some purchases of property on the waterfront were completed in the 1970s, when the Port purchased commercially viable land from the Corps of Engineers for use in marine operations.

In 2014 and 2016, improvements within “Turning Pointe,” the new business/industrial park west of the populated area of Clarkston and Clarkston Heights off Evans Road, were completed, making more improved property available for business development. Of the land developed, two shovel-ready 1-acre parcels remain available for sale, and many more available for lease through August 2034 after which many more can be sold. Other land potentially for lease at Turning Pointe could benefit from grading and/or investment in infrastructure.

Purpose: The primary purpose for Port-owned land is to promote commercial and industrial development. Land is available for lease in north Clarkston and for lease or sale in Turning Pointe. Also, on some properties, buildings have been available for lease and some have been recently sold.

Water, sewer, natural gas and telecommunications availability: This property has been improved for several decades, with the exception of telecommunications infrastructure. Two broadband expansion projects, Census Tract 9604 and Grantham Elementary School Service Area, were completed in areas near the historic Port, but not on Port-owned land.

Acquisition: The old airport property was acquired in the late 1960s by transfer from Asotin County, including buildings and control tower. Three more recent purchases of property, both with improvements, were on Commercial Way in 2006, on Fair Street in 2008, and on Port Drive in 2016. The property on Commercial Way was resold in 2021. Land for Turning Pointe was purchased in 2012. More recently, the Port acquired land at 1041 Port Drive and the southwest corner of Port Drive and 14th Street. The Port sold properties located at 915, 965 and 1015 Port Way and 908 and 1370 Port Drive with the intent to grow the tax base, while offering the businesses located thereon the opportunity to expand.

Purpose: Land and buildings were acquired because of the need for an improved industrial area to diversify the economy of Asotin County. Turning Pointe Business Park was developed so that non-water dependent commercial (including heavy industrial) projects had alternatives away from the riverfront.

Use and Occupancy: The commercial and industrial land owned by the Port within the Clarkston City limits is divided into two zoned areas: Property east of 13th Street is zoned Port Commercial. Property west of 13th Street is zoned Heavy Industrial. Turning Pointe Business Park is a mixed-use planned unit development.

Problems and Constraints: Ports are required under Chapter 53.08 of the Revised Code of Washington to charge fair market value for leases. Commercial interests, including a big box store, have increased in number within Clarkston's city limits, driving up land values. Higher land values make it more difficult for start-up and expanding companies to make fair market value lease payments. Also, many businesses prefer to own the land on which they make improvements. Adding options at Turning Pointe was intended to alleviate these problems and constraints.

B – Off-the-Water Development

Description: In 2014, the Port of Clarkston completed development of roadways, water, sewer, natural gas, electrical service, and telecommunications infrastructure at Turning Pointe Business Park. A total of 25.6 acres is available for immediate sale or lease. In 2016, the Port performed additional grading to make the parcels shovel-ready. More improvements at Turning Pointe are being planned.



Location: Turning Pointe is west of Evans Road, south of Ben Johnson Road, with the northern boundary being the section line for Section 36, of Township 11 North, Range 45 East, Willamette Meridian. It is outside the city limits of the City of Clarkston and falls under the jurisdiction of Asotin County.

Water, sewer, natural gas and telecommunications availability: Water, sewer and telecom are immediately available. An agreement with Avista has been reached with regard to electricity and natural gas when the demand for these utilities occurs at this location.

Acquisition: The Port purchased this property from Asotin County in July 2012 and completed improvements in 2014 and 2016. In 2020, the Port contracted for engineering services to identify alternatives for future improvements.

Purpose: This land is being developed because of the need for an industrial area to diversify the economy of Asotin County and to provide infrastructure to commercial parcels. (Sewer is limited in Asotin County, causing constraints against business growth.)

Use and Occupancy: It is important that this development meld with surrounding uses, which are residential and some heavy industrial. The land is a greenfield and has only experienced agricultural use. The Port anticipates securing multi-use areas through a planned unit development approach. The plan also calls for use of sustainable practices in development and implementation.

Problems and Constraints: Some lands within Turning Pointe are tied to grant obligations and cannot be sold until August 31, 2034.

Transportation Infrastructure

A – Marine Related:

Description: There are two marine related transportation facilities managed by the Port of Clarkston (7th Street Dock and 14th Street Dock) and a third one managed by Lewis-Clark Terminals that allows freight and/or cruise boat access to the navigable channel. The Port has one additional on-the-water facility in the form of a short-term moorage recreational dock connected to Granite Lake Park. Lastly, a tenant leases land under water for a marina connected to land the Port leases from the U.S. Army Corps of Engineers.

Location: All are located on the Snake River in north Clarkston.

Roadways, water, sewer, natural gas and telecommunications availability: Roads to and from the water are provided at the 7th and 14th Street Docks. Sewer and natural gas are not anticipated needs. Telecommunications fiber is near these locations. The Port would like to partner to provide telecommunications services at these locations. Shore power infrastructure improvements are under consideration at the 7th Street Dock and also at the 14th Street Dock.

Acquisition: The two marine transportation facilities controlled by the Port of Clarkston have been evolving over time, almost since the Port began operations in 1958.

Purpose: Ports are in a position to provide transportation on the river channel. Ports have been fulfilling this role in Washington state for over 100 years. As the second furthest inland seaport in the northwest, the Port of Clarkston has amenities that are available for use.

Use and Occupancy: The Port's 14th Street freight dock has not been in steady use for moving freight since 2007. An exception is for transient moorage for wind project parts unloading at Port of Lewiston in 2020. However, the 14th St. dock has been used by the cruise boat industry. Projected for visitation in 2025 are 20,000 cruise boat passengers plus crew members, on two cruise lines in seven boats; they will call at the 7th St (cruise boat) dock. 14th St (freight) dock will be used for off-season lay berth

beginning in November 2025. The most traffic occurs in the fall; capacity at the 7th St. dock is inadequate to serve the needs during that time of year. The Port will continue to maintain the freight and cruise boat docks and dredge the berthing areas to assure their continued usability.

Problems and Constraints: One challenge to marine facilities is that the Snake River takes an almost 90° turn to the west at River Mile 139, resulting in deposition of sediment. The nearest sediment trap on the mainstem of the Snake River, Hells Canyon Dam, is 110 miles upriver. Tributaries entering the Snake below Hells Canyon Dam, specifically those draining unmanaged forest that are wilderness areas, contribute significantly to sediment load. Unusual weather events are causing increased erosion.

Prior to 2023 completion of dredging Lewis Clark Terminals (LCT) had significant sediment build-up at the Clarkston terminal requiring barges to only be loaded to 30% capacity, even at water levels significantly above minimum operating pool, before being moved to LCT facilities at the Port of Lewiston to be topped off. This process is very inefficient and increases transportation costs for local farmers.

Significant Maintenance Project -- Dredging: The cost of navigation channel, access channels and berthing area dredging is expected to reoccur every four to seven years. Dredging of the navigation and access channels and berthing areas was completed in February 2023.

B. Non-marine Related

Description: The Port owns two roadways, Zirbel Lane and N. 14th Street. In addition, the Port owns two paved fire lanes.

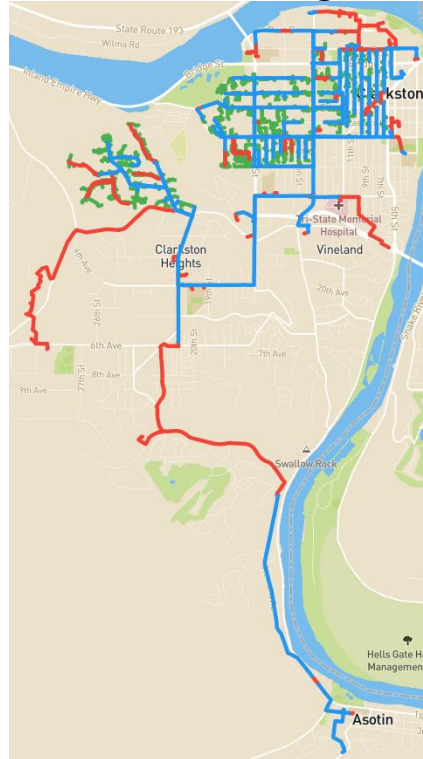
Communications/Security Infrastructure

A. Telecommunications

Description: RCWs 53.08.005, 53.08.370 and 53.08.380 allow Ports and PUDs to build telecommunication infrastructure and offer it wholesale to service providers or to retail customers. Under these provisions, the Port is working to develop a county-wide telecommunications delivery plan and a business case for priority investments. Work completed from 2013 to 2020 (depicted in the following map) created basic backbone from which connectivity can be expanded between the two incorporated cities (Asotin and Clarkston), and connected many businesses as well as nearly all the anchor institutions (schools, hospitals, governmental entities).

In 2021, the Port secured funding for three fiber-to-the-home projects in its jurisdiction (2 in the county, and 1 in Clarkston City limits), totaling \$4,875,547. As of March 31, 2025, all projects were completed.

Fiber Build-out Through 2025



Location: Phase I roll-out of infrastructure occurred within the Historic Port District and was slightly over a mile in length. Phase II was more comprehensive, starting at 13th & Port Drive, connecting with all the schools within the Clarkston School District and going to the west side of the urbanized area at Turning Pointe Business Park for a distance of approximately 7 miles. Phase III wrapped up in 2020 when the Port expanded the system to the City of Asotin, nearly doubling the amount of fiber optic cable it owned within Asotin County and connecting the only two incorporated cities in the Port's jurisdiction (which is Asotin County). Presently, the Port recently completed three fiber-to-the-home projects. Two were in Asotin County and one was in the Clarkston City Limits.

Acquisition: Investment in actual infrastructure began Spring 2013 and has continued every year thereafter, through present.

Purpose: The purpose of this investment is to provide affordable access to broadband service delivery—amenities that might be available in areas with greater populations. (Rural communities seldom are served as well as urban areas because critical mass/large population can make urban areas more lucrative.)

Use and Occupancy: A recent legislative change expanded port authority in Washington to retail as well as wholesale use of the infrastructure. To date, the Port has retained the dark fiber leasing model and not provided lit services. Presently, the Port relies on thirteen different partners (lessees) within the private sector (internet service providers) to make the ultimate connections.

Problems and Constraints: Investment in fiber optics delivery for telecommunications is both timely, given recent investments by NOA Net, the Port of Whitman, and the Port of Lewiston and is expensive, as is every last mile delivery system. Finding adequate resources to continue service delivery to our

community continues to be a challenge. The Port has sought grants in the past to build what has been constructed to date; funding assistance availability is limited at state and federal levels presently.

B. Port Security System

Description: The Port has been able to secure Homeland Security/FEMA resources to install security cameras throughout north Clarkston since 2011. The most recent upgrade the Port's equipment was in 2018.

Location: These cameras (and supporting radios) are located at the three docks (cruise boat, recreational and crane dock), several Port buildings, and also the tower of the grain terminal.

Problems and Constraints: At this time, the Port is experiencing no problems with the existing system. No significant improvements are planned in the short term.

C. Recreation and Tourism

Description: Recreation/tourism projects are diverse and include cruise boat docks and the recreational dock connected to Granite Lake Park (as well as the park itself). In addition, the Port subleases land and aquatic land to a tenant that operates a marina. A more comprehensive list follows.

Location: Recreation/tourism projects are located at:

- a. Land in north Clarkston leased from the U.S. Army Corps of Engineers (USACE) including Granite Lake Park, dock and amphitheater, the driving range, 7th St. cruise boat dock and Hells Canyon marina,
- b. The 14th Street dock,
- c. Land along Dry Gulch off Evans Road for which the Port obtained a Waiver of Retroactivity when it was purchased so that the land value at the time of the purchase could be used as match for future recreational grant requests (10.7 acres), and,
- d. A potential dog park and/or spray park on land near Granite Lake Park.

Acquisition: Amenities listed under "Location", item "a" and "d" above are under lease with the U.S. Army Corps of Engineers.

Concept: Recreational opportunities were identified in the 2022 Parks and Recreation Plan (see Appendix D). The Port anticipates an update to the Parks and Recreation Plan in the near term.

Use and Occupancy: Land referenced in Items "a" and "d" under "Location" is presently used for recreation. Land referenced as Item "c" was withdrawn from an agriculture lease. Occupancy is not relevant, but leasing is occurring in "a".

Problems and Constraints: Funding for the projects which the Port would undertake is a challenge.

PLANNED IMPROVEMENTS

Near Term Recommendations

- Grade more parcels at Turning Pointe Business Park and make needed infrastructure improvements to meet demand
- Create positive “park-like” amenities to Turning Pointe that are beyond basic utilities, seeking “waterwise” low maintenance solutions and short-term watering to establish plants and bridging gaps in walking path
- Pre-permit building activities, as cost-benefit of such activity is proven to be a benefit
- Work with local developers that have an interest in constructing rental buildings
- Develop marketing materials to promote the benefits to business of locating within the District
- Consider sustainability, the environment, pedestrian and bicycle access and the proximity of existing services when planning improvements
- Continue identifying telecommunications delivery gaps, plan expansions and make strategic investments
- Expand Port’s fiber optics system to meet connectivity goals
- Maintain all existing Port facilities and improvements in good repair
- Where additional improvements are needed to lease sites, make such improvements while ensuring a positive rate of return for such improvement.
- Maintain marine docks
- Examine alternatives to reduce maintenance dredging of the areas between the navigable channel and Port facilities
- Acquire additional land (including USACE waterfront property) and buildings, as needed and as opportunities are presented which may or may not be contiguous to current Port holdings
- Construct rental buildings and associated infrastructure when feasible and when needed
- Continue cycling/pedestrian-based (sidewalk & pathways) and landscape improvements in north Clarkston and/or work with partners to accomplish goals
- Maintain existing park improvements and keep Port Park equipment in good order and repair

Medium Term Recommendations

- Build a multi-tenant (incubator) building
- Replace/fortify west end of crane dock
- Examine alternatives for the nine acres of property under the water under Port Management Agreement with WA Dept. of Natural Resources, such as potential use for dredged spoils

Timing to be Determined

- Pave fire lanes
- Obtain title to USACE waterfront property
- Create “entrance” to north Clarkston from western edge of Port Drive with tree plantings/boulevard

Timing That Is Opportunity Driven

- Acquire new/existing properties and facilities throughout the district for economic development purposes

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

The capital development component of the Port of Clarkston’s Comprehensive Scheme of Harbor Improvement (below) describes in general terms what major improvements to Port properties are planned and what new acquisitions are planned. A port may not make a major improvement or acquisition unless it is addressed in the “comprehensive scheme.” (RCW 53.20.010)

| Category | Improvement | Estimated Costs | Estimated Completion |
|---|---|-----------------|-----------------------|
| <i>Industrial and Commercial Infrastructure</i> | Expand infrastructure in sustainable business park | \$1,300K | 2030 |
| | Build multi-tenant building | \$2,500K | 2028 |
| | Acquire or lease new/existing properties and facilities throughout the district for economic development purposes | Unknown | As opportunity arises |
| | Obtain title to USACE waterfront property | Unknown | 2032 |
| | Construct new facilities to meet demand | Unknown | 2029 |
| | Slurry/seal coat parking lots | \$30K | 2026 |
| | Grade parcels within Turning Pointe Bus Park | \$2,000K | 2028 |
| | Develop park-like features within business park (plant trees, improve trail) | \$80-\$90K | 2027-2029 |
| <i>Transportation Infrastructure</i> | Dredge freight & cruise boat berthing areas | \$350K | 2030 |
| | Improve cruise boat docking amenities & support infrastructure | \$1,200K | 2026 |
| | Improve/Redevelop 14 th Street crane dock | \$1,000K | 2027-2030 |
| <i>Communications & Security</i> | Continue expanding telecom infrastructure | \$50K | On-going |
| | Upgrade,/expand/improve port security system especially near Red Wolf Bridge | \$50K | 2028 |
| <i>Infrastructure</i> | Project Development to expand telecom infrastructure | \$2,500K | On-going |
| <i>Recreation and Tourism</i> | Acquire land/amenities as needed to provide improved recreation/tourism experiences | Unknown | As needed |
| | Dredge recreation dock at Granite Lake Park | \$45K | 2030 |
| <i>Administrative</i> | Identify alternatives for development of office space. | \$40K | As needed |
| | Assure adequate equipment and vehicles for Port administration & property maintenance | \$10K | Annually |

LIST OF ITEMS IN APPENDIX

The following are appended to the Port of Clarkston's Comprehensive Scheme of Harbor Improvements.

- A) Public Port District Powers
- B) Employment and Related Demographic Details
- C) Revenue and Net Gain (Loss) Analysis -
Comparing Details from Port of Clarkston's Annual Expenditures

APPENDIX A – PUBLIC PORT DISTRICT POWERS

The following list summarizes powers granted to Public Port Districts in the State of Washington.

1. Provide facilities for all forms of transfer (air, land and marina) such as terminal facilities, airports, multi-use buildings, warehouses, elevators, canals, locks, tidal basins, rail and motor vehicle freight and passenger handling facilities and improvements needed for industrial and manufacturing activities within the district. (RCW 53.08.20 and others)
2. Construct, purchase or maintain facilities and equipment needed for the freezing or processing of goods and agricultural products, etc. (RCW 53.08.20)
3. Improve district lands by dredging, filling, bulk heading, providing waterways, or developing such lands for sale or lease for industrial or commercial development purposes. (RCW 53.08.060)
4. Install industrial waste disposal, sewer, water and other utilities when not adequately provided by other governmental entities. (RCW 53.08.040)
5. Improve any waterway, create new waterways, widen, deepen, or otherwise improve watercourses, bays, lakes or streams. (RCW 53.08.060)
6. Install pollution abatement facilities for new or existing business firms and industries under certain conditions. (RCW 53.08.041)
7. Develop and maintain public parks and recreational facilities as to more fully utilize boat landings, harbors, wharves and other facilities of the district. (RCW 53.08.260)
8. Establish, operate, and maintain foreign trade zones with permission of the federal government; proceeds can be used to acquire land, construct and maintain warehouses and other facilities with the zone. (RCW 53.08.030)
9. Fix, without right of appeal, the rates of wharfage, dockage, warehousing, or port or terminal charges upon all improvements owned and operated by the district. (RCW 53.08.070)
10. Levy property taxes, subject to constitutional limitation and, buy, sell, or build properties to finance district operation. (RCW 53.36.020)
11. Undertake and adopt comprehensive development plans for the district, including studies and surveys to assure the proper utilization of transfer facilities, land or other properties or utilities. (RCW 53.08.160)
12. Exercise the right of eminent domain. (RCW 53.25.190)

13. Make cooperative agreements with other ports, local, or state governmental bodies, thereby providing better services at lower costs. (RCW 29.34.010)
14. Expend general funds for promotional hosting to attract industry or trade to use district facilities. (RCW 53.36.130)
15. Establish local improvement districts within the district. (RCW 53.08.050)
16. Promote tourism promotion. (RCW 53.08.255)
17. Acquire, construct, lease and operate rail services, equipment and facilities inside or outside the district. (RCW 53.08.290)
18. Establish trade centers. (RCW 53.29.020)
19. Create industrial development districts within a port district. (RCW 53.25.040)
20. Build telecommunications infrastructure and provide wholesale telecommunications services. (RCWs 53.08.005, 53.08.370 and 53.08.380)
21. Apply Tax Incremental Financing as a tool for financing projects in targeted areas to encourage private development and investment (RCW 39.114).

Asotin County profile

By Ajsa Suljic, Regional Labor Economist
Posted August 2025

Summary

Over the past three years, Asotin County experienced notable shifts in employment and unemployment. In 2021, the unemployment rate was 3.7%, with 395 people actively seeking work. Resident employment increased by 3.8% from 2022 to 2024. From 2021 to 2022, there was a slightly smaller increase in employment with 0.4% growth, from 10,228 to 10,274 employees.

Service-providing sectors dominated the job market, accounting for 83.9% of total employment. Within that group, the retail trade sector has seen the most significant growth over the past three years. This sector added 161 new jobs, marking a 15.5% increase. Retail trade, food and beverage stores were the largest contributors, adding 113 jobs.

Additionally, the health care and social assistance sector also experienced growth, with an average increase of 3.4% per year, adding 53 new jobs. On the other hand, goods-producing industries made up 16.1%. Despite these fluctuations, the labor market in Asotin County has shown resilience and adaptability, reflecting broader economic trends and local industry dynamics.

Location



Asotin County is in the southeastern corner of Washington. It is part of the Lewiston–Clarkston metropolitan area, which includes Nez Perce County, Idaho. The town of Asotin is the county seat. Clarkston is the largest city in the county. Asotin County’s population was 22,285 in the 2020 census. In 2023, Census estimated the population at 22,549, which is 1.2% growth from the 2020 census.

The county covers 641 square miles, including 4.4 square miles of water. It features a mix of fertile agricultural regions and rugged terrain marked by creeks and gullies.

Asotin County was created out of Garfield County in 1883 and derives its name from a Nez Perce word meaning "Eel Creek."

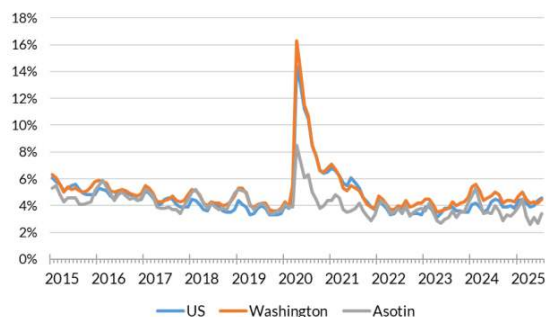
Washington has 12 regional Workforce Development Areas. Asotin County is part of Area 10, the Eastern Washington Partnership. [Visit the Workforce Training & Education Coordinating Board website for information about the workforce regions.](#)

Asotin County employment situation for July 2025

Monthly labor force and unemployment

- Asotin County total labor force, employment and unemployment has decreased since July 2024.
- As of July 2025, Asotin County has over 9,585 people in the labor force, with a decrease of 271 workers (2.7%) from July 2024 and employed workforce decreased by 199 workers (2.1%). Unemployed workers decreased by 72 workers (18.1%). About 325 people were unemployed and looking for work.
- The unemployment rate in the county was 3.4% in July 2025, which increased from 2.6% in June 2025 and a decrease from 4.0% in July 2024.

Unemployment rate, not seasonally adjusted



Source: Employment Security Department/Labor Market Information and Research Division, [Local area unemployment statistics](#)

Monthly payroll employment in Asotin County

- In July 2025, Asotin County had total nonfarm employment of 7,110 jobs, with 10 jobs (0.1%) lost compared to July 2024. The private sector contracted by 50 jobs (0.9%), while government employment increased by 40 jobs (3.2%).
- Industries with growth include private education and health services, which increased by 110 jobs (6.2%). Financial activities saw strong gains, growing by 10 jobs (4.2%). Retail trade industry added about 10 jobs (0.9%) over the year, and manufacturing added 10 jobs (2.1%).
- Industries facing declines include construction industry which lost 80 jobs or (15.7%), followed by leisure and hospitalist with a loss of 70 jobs (8.0%). Professional and business services saw a drop of 40 jobs (8.3%).

Nonfarm employment estimates, not seasonally adjusted, Asotin County

| NAICS Industry Title | Jul 2025 (Prelim) | Jun 2025 (Revised) | Jul 2024 (Revised) | Jun 2025 to Jul 2025 Change | Jul 2024 to Jul 2025 Change | Jul 2024 to Jul 2025 % Change |
|--|----------------------|-----------------------|-----------------------|--------------------------------|--------------------------------|----------------------------------|
| Total nonfarm | 7,110 | 7,180 | 7,120 | -70 | -10 | -0.1% |
| Total private (total nonfarm less government) | 5,820 | 5,970 | 5,870 | -150 | -50 | -0.9% |
| Goods-producing | 910 | 940 | 980 | -30 | -70 | -7.1% |
| - Mining, logging and construction | 430 | 460 | 510 | -30 | -80 | -15.7% |
| - Manufacturing | 480 | 480 | 470 | 0 | 10 | 2.1% |
| Service-providing | 6,190 | 6,240 | 6,140 | -50 | 50 | 0.8% |
| - Wholesale trade | 110 | 110 | 110 | 0 | 0 | 0.0% |
| - Retail trade | 1,090 | 1,120 | 1,080 | -30 | 10 | 0.9% |
| - Transportation, warehousing, and utilities | 100 | 100 | 110 | 0 | -10 | -9.1% |
| - Information | 60 | 50 | 60 | 10 | 0 | 0.0% |
| - Financial activities | 250 | 250 | 240 | 0 | 10 | 4.2% |
| - Professional and business services | 440 | 440 | 480 | 0 | -40 | -8.3% |
| - Private education and health services | 1,880 | 1,970 | 1,770 | -90 | 110 | 6.2% |
| - Leisure and hospitality | 810 | 830 | 880 | -20 | -70 | -8.0% |

| NAICS Industry Title | Jul 2025 (Prelim) | Jun 2025 (Revised) | Jul 2024 (Revised) | Jun 2025 to Jul 2025 Change | Jul 2024 to Jul 2025 Change | Jul 2024 to Jul 2025 % Change |
|----------------------|----------------------|-----------------------|-----------------------|--------------------------------|--------------------------------|----------------------------------|
| - Other services | 160 | 170 | 170 | -10 | -10 | -5.9% |
| - Government | 1,290 | 1,210 | 1,250 | 80 | 40 | 3.2% |

Note: Data benchmarked through March 2025, updated August 14, 2025.

Source: Employment Security Department/Labor Market Information and Research Division, [Washington employment estimates \(WA-QB & CES\)](#)

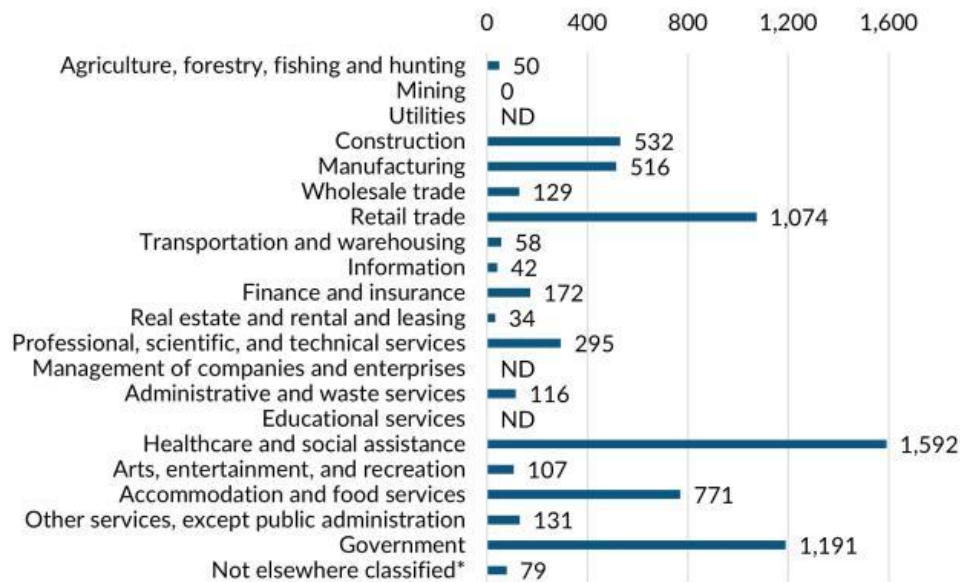
Total covered employment in Asotin County

In 2023, Asotin County’s wages totaled \$354.5 million. Average annual covered employment was 6,892 and the average annual wage was \$51,432. Covered employment refers to workers who received wages in Washington state and are eligible for state and federal unemployment insurance (UI) compensation programs.

The health care and social assistance sector led in employment with 1,595 jobs, averaging \$55,829 annually. Construction and finance and insurance sectors showed strong wages at \$66,468 and \$80,083, respectively. Wholesale trade and information sectors had high average wages of \$99,676 and \$98,206, though low employment.

Retail trade had significant employment at 1,074 but lower wages at \$41,252. Agriculture and accommodation and food services sectors had lower average wages, reflecting the diverse economic landscape. The service-providing sector continued to dominate, making up a significant portion of the total employment. Key industries experienced growth, such as retail trade, health care, and social assistance, contributing to the overall employment increase.

Employment by industry, Asotin County 2023 annual average



Source: Employment Security Department/Labor Market Information and Research Division, [Covered Employment \(QCEW\)](#)

Note: ND stands for not disclosed. ND is used to avoid disclosing data for individual employers. Industries labeled ND are grouped in the Not elsewhere classified category.

The top six sectors in terms of employment in 2023:

- Health care and social assistance (1,595 or 23.1%)
- Government (1,191 or 17.3%)
- Retail trade (1,074 or 15.6%)
- Accommodation and food services (771 or 11.2%)
- Construction (531 or 7.7%)
- Manufacturing (516 or 7.5%)

Wages can vary substantially from one sector to another.

The top eight sectors in terms of wage in 2023:

- Wholesale trade (\$99,676)
- Information (\$98,206)
- Finance and insurance (\$80,083)
- Professional, scientific, and technical services (\$74,263)
- Construction (\$66,468)
- Transportation and warehousing (\$58,144)
- Health care and social assistance (\$55,829)
- Government (\$53,787)

Workforce demographics in Asotin County

The labor force participation rate is highest among the 20-24 age group at 92%. The 65-74 age group has the lowest at 19.8%. Most of the workforce is white with a 55.0% labor force participation rate. Asian workers have the highest labor force participation rate at 83.6%.

Male workers have a slightly higher participation rate (76.3%) compared to female workers (75.2%). People with a bachelor’s degree or higher have the highest participation rate at 88.6%. People with less than a high school diploma have the lowest at 43.3%.

Visit the U.S. Census Bureau website [for quick facts about Asotin County.](#)

Age

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|-------------------------------------|--------|--------------------------------|-------------------|
| Population 16 years and over | 18,573 | 56.0% | 5.8% |
| 16 to 19 years | 992 | 50.8% | 14.5% |
| 20 to 24 years | 1,188 | 92.0% | 7.4% |
| 25 to 29 years | 1,257 | 88.1% | 3.7% |
| 30 to 34 years | 1,261 | 68.6% | 3.1% |
| 35 to 44 years | 2,492 | 78.1% | 6.5% |
| 45 to 54 years | 2,549 | 79.6% | 8.1% |
| 55 to 59 years | 1,469 | 77.5% | 0.4% |
| 60 to 64 years | 1,846 | 51.9% | 8.0% |
| 65 to 74 years | 3,132 | 19.8% | 0.0% |

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|----------------------------|-------|--------------------------------|-------------------|
| 75 years and over | 2,387 | 6.0% | 3.5% |

Race and Hispanic or Latino origin

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|--|--------|--------------------------------|-------------------|
| White alone | 16,732 | 55.0% | 6.4% |
| Black or African American alone | 107 | 60.7% | 0.0% |
| American Indian and Alaska Native alone | 201 | 38.8% | 0.0% |
| Asian alone | 134 | 83.6% | 0.0% |
| Native Hawaiian and other Pacific Islander alone | 0 | 0.0% | 0.0% |
| Some other race alone | 381 | 64.6% | 0.0% |
| Two or more races | 1,018 | 69.6% | 1.4% |
| Hispanic or Latino origin (of any race) | 704 | 74.1% | 9.8% |
| White alone, not Hispanic or Latino | 16,454 | 54.5% | 6.1% |
| Population 20 to 64 years | 12,062 | 75.8% | 5.7% |

Sex

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|----------------------------|-------|--------------------------------|-------------------|
| Male | 5,974 | 76.3% | 5.9% |
| Female | 6,088 | 75.2% | 5.5% |

Females with children

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|---------------------------------------|-------|--------------------------------|-------------------|
| With own children under 18 | 1,720 | 76.7% | 6.4% |
| With own children under 6 only | 311 | 74.6% | 3.0% |
| With own children under 6 and 6 to 17 | 293 | 70.0% | 4.4% |

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|---------------------------------------|--------------|---------------------------------------|--------------------------|
| With own children 6 to 17 only | 1,116 | 79.1% | 7.7% |

Poverty status in the past 12 months

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|--------------------------------------|--------------|---------------------------------------|--------------------------|
| Below poverty level | 1,762 | 43.2% | 22.6% |
| At or above the poverty level | 10,239 | 81.8% | 4.2% |

Disability status

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|-----------------------------------|--------------|---------------------------------------|--------------------------|
| With any disability | 2,083 | 39.4% | 11.1% |

Educational attainment

| Demographic characteristic | Total | Labor force participation rate | Unemployment rate |
|--|--------------|---------------------------------------|--------------------------|
| Population 25 to 64 years | 10,874 | 74.0% | 5.5% |
| Less than high school graduate | 786 | 43.4% | 0.0% |
| High school graduate (includes equivalency) | 3,456 | 65.2% | 5.7% |
| Some college or associate's degree | 4,147 | 78.3% | 6.3% |
| Bachelor's degree or higher | 2,485 | 88.6% | 4.9% |

Source: U.S. Census Bureau, American Community Survey 5-year estimates, [S2301 | Employment Status](#)

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| | 2019 | 2020 | 2021 | 2022 | 2022 | 2022 | 2022 | 2023 | 2024 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| OPERATING REVENUES: | | | | | | | | | |
| 1 Marina operations | \$ - | \$ 1,750 | \$ 2,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 2 Cruise boat dock operations | 44,198 | 6,191 | 40,784 | 63,340 | 119,998 | 164,998 | 67,000 | 223,298 | 150,291 |
| 3 Granite Lake Park | 125 | 90 | 125 | 160 | 215 | 225 | 150 | 240 | 381 |
| 4 | 643,547 | 633,119 | 630,643 | 648,064 | 446,787 | 670,147 | 652,642 | 668,076 | 678,037 |
| 5 Property lease/rental operations | 51,658 | 99,624 | 109,003 | 116,222 | 81,105 | 123,070 | 140,350 | 129,994 | 188,372 |
| 6 Total Operating Revenues | \$ 739,528 | \$ 740,774 | \$ 782,805 | \$ 827,786 | \$ 648,105 | \$ 958,440 | \$ 860,142 | \$ 1,021,608 | \$ 1,017,081 |
| OPERATING EXPENSES | | | | | | | | | |
| 7 General operations | 167,648 | 134,651 | 145,125 | 167,965 | 151,824 | 227,622 | 538,592 | 194,930 | 214,621 |
| 8 Maintenance | 126,967 | 175,027 | 179,326 | 218,529 | 191,885 | 287,684 | | 216,144 | 207,010 |
| 9 General and administrative | 310,462 | 311,296 | 454,132 | 562,190 | 344,413 | 536,361 | 438,382 | 589,814 | 672,330 |
| 10 Total Operating Expenses | \$ 605,077 | \$ 620,974 | \$ 778,583 | \$ 948,684 | \$ 688,122 | \$ 1,051,667 | \$ 976,974 | \$ 1,000,888 | \$ 1,093,961 |
| 11 | | | | 380,381 | 105,486 | 105,486 | | - | - |
| 12 Dredging Related Expenses | | | | (466,342) | | (27,000) | | - | - |
| 13 | | | | \$ (85,961) | \$ 105,486 | \$ 78,486 | | \$ - | \$ - |
| 14 NET OPERATING INCOME | \$ 134,451 | \$ 119,800 | \$ 4,222 | \$ (206,859) | \$ 65,469 | \$ (14,741) | \$ (116,832) | \$ 20,720 | \$ (76,880) |
| NONOPERATING REVENUES/(EXPENSES): | | | | | | | | | |
| 15 Interest income | \$ 24,598 | \$ 10,800 | \$ 2,709 | \$ 27,386 | \$ 27,386 | \$ 27,386 | \$ 27,386 | \$ 124,522 | \$ 163,856 |
| 16 Taxes levied for general purposes | 368,848 | 373,532 | 381,339 | 390,029 | 236,311 | 394,029 | 381,339 | 396,161 | 408,633 |
| 17 Miscellaneous taxes | 5,851 | 2,482 | 3,474 | 3,203 | 4,448 | 5,000 | | 6,828 | 3,011 |
| 18 Capital contributions - Grants | 48,259 | 205,652 | 15,000 | 571,992 | 909,675 | 1,300,000 | 1,983,793 | 1,508,284 | 2,891,524 |
| 19 Loan proceeds | 19,695 | 187,590 | - | - | | | | | |
| 20 Purchase of capital assets | (307,810) | (366,269) | (276,158) | (915,122) | (1,072,325) | (1,522,325) | (2,265,000) | (1,780,115) | (4,623,717) |
| 21 Disposal of capital assets | 110 | 457,223 | 436,475 | 317,787 | 48 | 48 | | 337,119 | 2,901,227 |
| 22 Other non-operating revenue - leasehold tax | 71,098 | 82,697 | 83,063 | 85,938 | 61,928 | 92,846 | 93,485 | 95,991 | 102,409 |
| 23 Prior period adjustment | 2,428 | 4,935 | - | - | | | | | |
| 24 Principal paid on long-term debt | (93,966) | (68,779) | (261,470) | (65,593) | (65,804) | (65,804) | (66,196) | (65,804) | (66,019) |
| 25 Interest paid on long-term debt | (13,086) | (11,683) | (11,315) | (6,196) | (5,781) | (5,781) | (5,813) | (5,781) | (5,387) |
| 26 Other non-operating expense - leasehold tax | (70,782) | (79,094) | (83,889) | (84,522) | (67,237) | (100,805) | (98,485) | (93,704) | (101,167) |
| 27 Miscellaneous non-operating revenue | 13,343 | 50,920 | 41,424 | 43,641 | 1,703 | 1,703 | | 65,875 | 3,983 |
| 28 Miscellaneous non-operating expense | (30,667) | (77,514) | (94,661) | (16,940) | - | - | | | (9,032) |
| 29 Other non-expense | - | | (2,500) | - | | | | | |
| 30 Total Nonoperating Revenues/(Expense) | \$ 37,919 | \$ 772,492 | \$ 233,491 | \$ 351,603 | \$ 30,352 | \$ 126,296 | \$ 50,509 | \$ 589,376 | \$ 1,669,321 |
| 31 Increase (decrease) in cash and investment | \$ 172,370 | \$ 892,292 | \$ 237,713 | \$ 144,744 | \$ 95,821 | \$ 111,555 | \$ (66,323) | \$ 610,097 | \$ 1,592,441 |
| 32 Beginning balance of cash and investment | \$ 1,588,156 | \$ 1,760,526 | \$ 2,652,818 | \$ 2,890,531 | \$ 3,035,275 | \$ 3,131,096 | \$ 3,242,651 | \$ 3,035,275 | \$ 3,645,372 |
| 33 ENDING BALANCE OF CASH AND INVESTMENTS | \$ 1,760,526 | \$ 2,652,818 | \$ 2,890,531 | \$ 3,035,275 | \$ 3,131,096 | \$ 3,242,651 | \$ 3,176,328 | \$ 3,645,372 | \$ 5,237,813 |