

PORT OF WHITMAN COUNTY STRATEGIC PLAN



2026-2030



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Whitman
County**

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YOUR PORT ON THE PALOUSE

As the lead economic development agency in Whitman County, the Port of Whitman County is dedicated to improving the quality of life for all citizens of Whitman County through industrial real estate development, preservation of multi-modal transportation, facilitation of economic development, and provision of on-water recreational opportunities. This document outlines the Port's vision for the next five years of operation. The Port is proud to serve Whitman County and seeks to make the Palouse a great place to live and a better place to work. We are proud to be your Port on the Palouse.

THE PORT OF WHITMAN COUNTY

In 1911, the Washington State legislature passed the Port District Act, allowing the citizens of Washington to vote to form port districts and elect commissioners to govern them. Law empowers Washington's ports with broad economic development authority to bring business and jobs to their communities. Ports may:

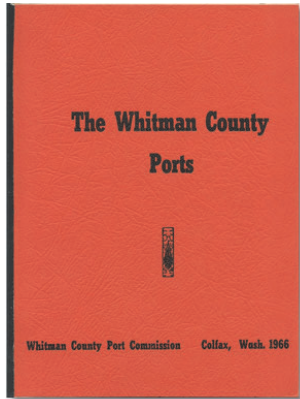
- Develop lands for industrial and commercial needs.
- Provide general economic development programs.
- Buy, lease, and sell property.
- Provide air and water pollution control works.
- Operate trade centers and export trading companies.
- Establish and operate foreign trade zones.
- Promote tourism.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

On November 4, 1958, an election held in conjunction with the general election approved the establishment of a port district in Whitman County to be known as the Port of Whitman County. The Port of Whitman was formed for three purposes:

- **Provide access to slack water navigation on the Columbia/Snake River system.**
- **Promote industrial development.**
- **Provide recreational opportunities on the Snake River.**



PORT HISTORY



The first Port of Whitman County Comprehensive Plan, 1966



Port files deed for Almota property, 1969



Port of Central Ferry, 1970



Boyer Park and Marina, 1972



Pullman Industrial Park Groundbreaking, 1980



Wilma pre-development, 1975



Port of Almota, 1970s



Boyer Park and Marina, 1974



The Pullman Industrial Park in its early stages, 1980s

1960s

- **1969**
 - Port buys 40 acres to become Port of Wilma for \$14,250
 - Port buys 15 acres to become Port of Almota for \$7,800
 - Port acquires 135 acres to become Port of Central Ferry for \$189,000
 - Port signs a lease with the US Army Corps of Engineers for Boyer Park and Marina

1970s

- **1970** Port buys 87 acres to expand Port of Wilma
- **1972** Boyer Park and Marina dedicated
- **1974** Port acquires another 80 acres for expansion at Port of Wilma
- **1975**
 - Lower Granite Lock and Dam operational
 - First tug passes through locks at Lower Granite Dam and travels upriver to moor at the Port of Wilma

1980s

- **1985** Port purchases 77 acres for first phase of Pullman Industrial Park (PIP) for \$280,000
- **1987** PIP construction begins
- **1988** Schweitzer Engineering Laboratories becomes first company at PIP

PORT HISTORY



Snake River Trail after completion, 1997



Water tank construction at Colfax Industrial Park, 1993



Construction at PIP, 2000s



Port of Whitman Business Air Center, 2000s



Early fiber construction, 2000s



Snake River Family Festival, 2020s



Oakesdale Mill Property, 2020s



Tekoa Property, 2020s

1990s

- **1993** Port purchases land for Colfax Industrial Park for \$1, provides \$40,000 to Whitman County for road improvements
- **1997** Port leases an additional 20 acres from the US Army Corps of Engineers for expansion of Boyer Park and Marina including Snake River Trail

2000s

- **2000** Ports authorized to build broadband infrastructure, Port begins fiber construction
- **2002** Whitman County sells Whitman County Memorial Airport to the Port for \$1, renamed Port of Whitman Business Air Center (POWBAC)
- **2005** Port purchases current Port office at 302 N. Mill Street, Colfax

2010s/2020s

- **2017** Port holds first Snake River Family Festival
- **2023**
 - Boyer dock replacement
 - Port acquires property at Tekoa for \$403,000
- **2024**
 - Port acquires Oakesdale Mill from Innovia Foundation for \$1
 - Port acquires St. John property for \$220,000

PORT COMMISSION

The Port of Whitman County is governed by a three-person elected Board of Commissioners that sets policy, approves all expenditures, and appoints the Executive Director and Port Attorney. Commissioners serve six-year terms. While they are elected countywide, each must live in a specific district within Whitman County. The current Commissioners are Karl Webber (District 1), Kristine Meyer (District 2), and Tom Kammerzell (District 3).



Karl Webber

Karl Webber has served on the Port Commission since 2020. He is a 30-year resident of Tekoa, Washington and the President/Principal Consultant of KB2 Performance Management Systems, a management consulting business that serves small to large manufacturing companies across the state.



Kristine Meyer

Kristine Meyer has served on the Port Commission since 2017. She is the Executive Director of the Avista Foundation and Community Investment Manager for Avista. Kristine is a graduate of Gonzaga University and Gonzaga University School of Law. She has been privileged to serve as a director on the boards of KSPS PBS, Launch NW, and the Washington Public Ports Association.



Tom Kammerzell

Tom has served on the Port Commission since 2012. He is a lifelong citizen of Whitman County and owner/operator of Maple K Farms LLC. Tom has 38 years in public service including: 16 years on the Colfax Planning Commission, 5 years as a Whitman County Conservation District Supervisor, 2 years as Whitman County Cattlemen's Association President, and 1 year as the Pacific Northwest Waterways Association President.

WHO WE ARE

MISSION

The Port of Whitman County is dedicated to improving the quality of life for all citizens of Whitman County through industrial real estate development, preservation of multi-modal transportation, facilitation of economic development, and provision of on-water recreational opportunities.

VISION

We operate sustainably; move strategically, decisively, and effectively; and make the Palouse a great place to live and a better place to work.

VALUES



Integrity — We deliver on our commitments and inspire public trust.



Stewardship — We are responsible stewards of community resources and the environment.



Leadership — We are a model of leading decisively in the public interest.



Sustainability — We make business decisions that ensure long-term financial sustainability.



Collaboration — We seek partnerships that drive economic development.

ECONOMIC IMPACTS

A 2022 study quantifying the Port of Whitman County's impact on the regional economy found that Port activity had a significant positive effect.

DID YOU KNOW?

\$1 = \$8.56 RETURN ON INVESTMENT

Every dollar of tax payer investment creates \$8.56 in local tax revenue. Tax dollars are invested back into economic development efforts across Whitman County.

PORT OPERATIONS SUPPORT 23% OF COUNTY JOBS

In Whitman County, the Port's economic contributions account for 23% of all jobs, 36% of output, 25% of total compensation, and 29% of gross regional product.

IN TOTAL, THAT IS MORE THAN 5,892 LIVING WAGE JOBS.

Businesses associated with the Port support more than 5,892 living wage jobs – paying on average \$77,089 in annual salaries and benefits.

DIRECT JOBS ASSOCIATED WITH THE PORT GREW 368% IN TWO DECADES

Between 1996 and 2022, direct jobs associated with the Port increased 368%.

LINES OF BUSINESS

The Port operates three lines of business: industrial real estate, recreation, and telecommunications. These lines of business inform the Port's strategic plan.

Industrial Real Estate: The Port develops industrial real estate to strengthen Whitman County's economy.

Recreation: The Port provides recreational opportunities on the Snake River to ensure the Palouse is a great place to live.

Telecommunications: The Port builds fiber to ensure Whitman County is connected to the world economy.

INDUSTRIAL REAL ESTATE

The Port manages multiple industrial real estate properties.

On-Water Port Sites

- Port of Almota
- Port of Central Ferry
- Port of Wilma

General Aviation Airport

- Port of Whitman Business Air Center

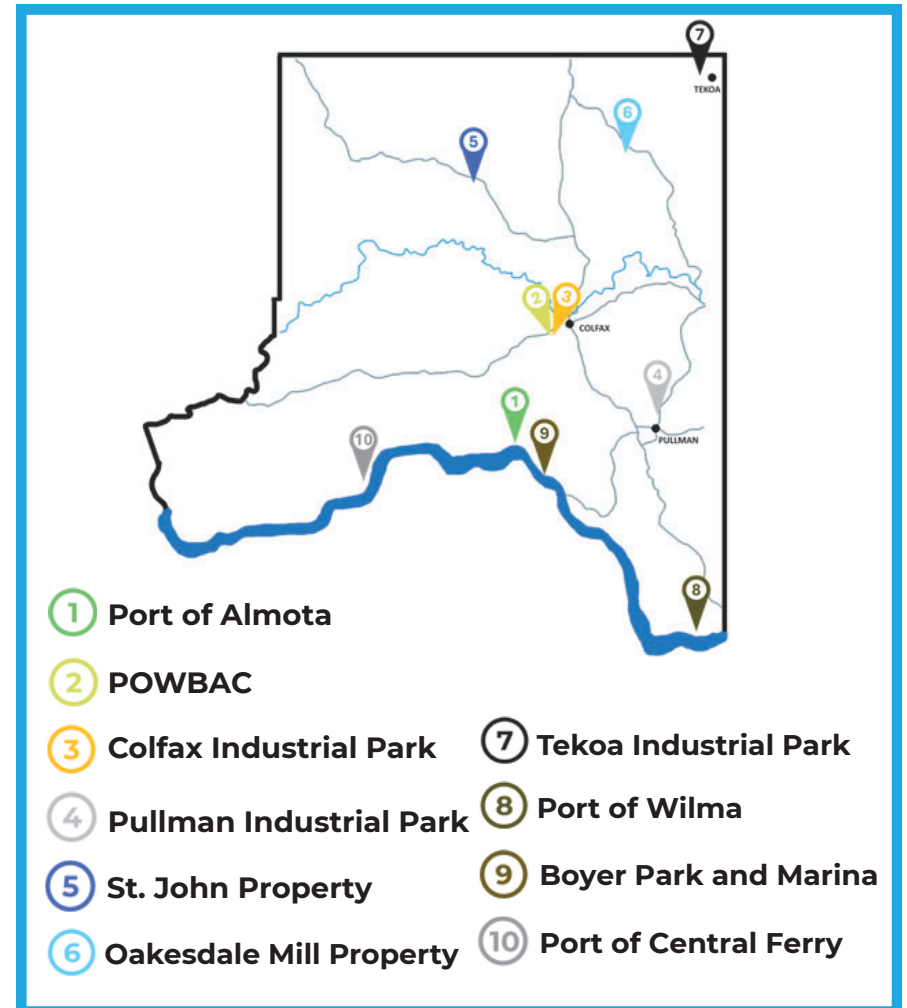
Industrial Parks

- Pullman Industrial Park
- Port of Whitman Business Air Center (Colfax Industrial Park)

The Port is also engaging in ongoing projects to develop industrial real estate in Whitman County.

Ongoing Projects

- Oakesdale Mill Project
- St. John Reuse and Revitalization Project
- Tekoa Industrial Park Project



PORT OF WILMA

Wilma Drive, Clarkston, WA 99403

Located just west of Clarkston in the Snake River Canyon, the Port of Wilma is a hub of economic activity in Whitman County. Located near the beginning of Marine Highway M-84, Wilma sits just downriver of the confluence of the Snake and Clearwater rivers. Wilma is home to a diverse tenant base and serves a variety of industries including construction, manufacturing, agriculture, and logging. The Port of Wilma is the largest of the Port's properties, with almost 280 acres of developed industrial land. With a grain storage capacity of 4.5 million bushels of wheat, Wilma sees 7-8 million bushels pass through the port each year.



UTILITIES

- Water: 500,000 gallon reservoir with two wells, 2,000 GPM (Asotin PUD)
- Wastewater: 5,000 gallon septic tank and two 300 ft. drain fields
- Power: Electricity (Avista)
- Telecommunications: Port-owned fiber

INFRASTRUCTURE

- Rail access via Great Northwest Railroad; Port-owned rail spur
- County-maintained road
- Port-owned dock, dolphins, and breakwater

QUICK FACTS

- 356 total acres
- 280 developed acres, heavy industrial
- 76 undeveloped acres, agricultural
- 18 total tenants

ACTIVE USES

- River terminal operations
- Agricultural storage and distribution
- Warehousing and logistics
- Transportation and freight operations
- Industrial manufacturing

PORT OF ALMOTA

Almota Docks Road, Almota, WA 99111

The Port of Almota is located just below Lower Granite Dam in the Snake River canyon. The Port is home to two grain elevator companies. The two companies have a combined storage capacity of 3.7 million bushels and process 14.4 million bushels of wheat every year.



UTILITIES

- Water: One well (about 37 GPM at 90-100 ft depth)
- Wastewater: Septic
- Power: Electricity (Inland Power)
- Telecommunications: None

INFRASTRUCTURE

- WSDOT-maintained road, access via SR-194
- Port-owned dock, dolphins, breakwater

QUICK FACTS

- 10.5 total acres, heavy industrial
- 2 tenants

ACTIVE USES

- Agricultural storage and distribution
- River terminal operations
- Transportation and logistics

PORT OF CENTRAL FERRY

Central Ferry Rd, Pomeroy, WA 99347

The Port of Central Ferry, located on State Route 127, is the most rural of the Port's properties and serves a wide geographic area across eastern Washington, Idaho, and Montana. Spanning 147 acres with 18 industrial lots, it offers 16 million bushels of grain storage. Central Ferry sees 20-22 million bushels of wheat every year. A major hub for agricultural business in the region, the site is leased to grain and fertilizer companies.



UTILITIES

- Water: Individual wells from 50-175 ft deep, average 200 GPM
- Wastewater: Individual septic tanks
- Power: Electricity (Avista)
- Telecommunications: Yes, owned by St. John Telephone

INFRASTRUCTURE

- Rail access via Great Northwest Railroad; Port-owned rail spur
- County-maintained road, access via SR-127
- Port-owned dolphins and breakwater

QUICK FACTS

- 147 total acres, heavy industrial
- 9 total tenants
- 1 Port-owned building

ACTIVE USES

- Agricultural storage and distribution
- Warehousing and logistics
- Transportation and freight operations

PORT OF WHITMAN BUSINESS AIR CENTER

Colfax Airport Access Rd, Colfax, WA 99111

The Port of Whitman Business Air Center (POWBAC) is a small general aviation airport and industrial park located just outside of Colfax, WA near State Route 26. Onsite are two 6-bay t-hangars, private hangars, and Port-owned pole buildings. Each September, the Port sponsors the Experimental Aircraft Association Chapter 328 Colfax Fly-In and Pancake Breakfast, a community event that draws aviation enthusiasts from around the region. The adjoining industrial park is home to a hydrogen research facility, granary, and other tenants.



UTILITIES

- Water: Well
- Wastewater: Drain field
- Power: Electricity/natural gas (Avista)
- Telecommunications: Port-owned fiber

INFRASTRUCTURE

- FAA regulated runway (3,209 ft) and taxiway
- County-maintained road

QUICK FACTS

- 110 total acres
 - Airport commercial district
 - Heavy industrial
 - Agricultural
- 21 total tenants
- 6 Port-owned buildings

ACTIVE USES

- General aviation operations
- Warehousing and storage
- Research and development

PULLMAN INDUSTRIAL PARK

NE Terre View Dr, Pullman, WA 99163

Pullman Industrial Park (PIP), on the north end of Pullman near Washington State University, is the Port's oldest and most-established off-water industrial property. The site is fully serviced with utilities and Port-owned fiber infrastructure, and also features a wetland mini-park and trail. Home to technology, manufacturing, and other businesses, the park hosts a mix of high-tech firms and local enterprises including a winery and a children's science center. The Port plans further development at PIP with the construction of the Port's proposed Technology Transfer and Commercialization Scaling Facility for emerging technology companies.



UTILITIES

- Water: City of Pullman water
- Wastewater: City of Pullman sewer
- Power: Electricity/natural gas (Avista)
- Telecommunications: Port-owned fiber

INFRASTRUCTURE

- City-maintained roads

QUICK FACTS

- 100.5 total acres, heavy industrial
- Lots for sale or lease

ACTIVE USES

- High-tech manufacturing and research
- Warehousing and distribution
- Commercial and service businesses

TEKOA PROPERTY

St. Route 27, Tekoa, WA 99033

The Port of Whitman County is developing a 15.6-acre industrial park at the former Faunce Airstrip near Tekoa, WA. The project is the first Port-owned industrial site in northern Whitman County. Fully funded and scheduled for completion in 2026, the site will feature up to five building pads with utilities including three-phase power, water, and high-speed broadband. Located 2.5 miles from Tekoa, a farming community with local services and recreational amenities, the project aims to boost economic development in the region.



CURRENT UTILITIES

- Water: Well
- Power: Single phase power up to 240 V
- Wastewater: Septic

PROPOSED INFRASTRUCTURE UPGRADES

- Telecommunications extension
- New well and water system
- Three-phase power
- Right turn lane on SR-27
- Access road

QUICK FACTS

- 15.6 total acres, heavy industrial
- First Port-owned industrial site in northern Whitman County
- Former airstrip
- Lots for sale or lease

FUTURE USE

- Industrial park

For the most up to date information about this project, visit portwhitman.com

OAKESDALE MILL PROPERTY

1st St, Oakesdale, WA 99158

The Oakesdale Mill, built in 1890 and the last surviving mill of its kind in Whitman County, is now owned by the Port after a 2024 transfer from the Innovia Foundation. A source of community pride for Oakesdale, the Port aims to preserve the historic site while exploring redevelopment opportunities that support economic growth, job creation, and long-term viability. The Port completed a feasibility study in 2025 to assess site conditions, market opportunities, and community priorities to guide future uses.



CURRENT UTILITIES

- Power: Electricity (Avista)

PROPOSED INFRASTRUCTURE UPDATES

- Roof replacement
- Bring water and sewer to property
- Vacate existing road right-of-way that bisects the property
- Extension of current fiber-optic infrastructure in Oakesdale to the site

QUICK FACTS

- National Register of Historic Places
- Last remaining flour mill in Whitman County
- Zoning: Commercial/industrial

FUTURE USE

- To be determined

For the most up to date information about this project, visit portwhitman.com

ST. JOHN PROPERTY

4 S Main St, St John, WA 99171

The Port of Whitman County and Whitman Hospital and Medical Clinics (WHMC) have signed a Letter of Intent outlining the partnership and how WHMC intends to use the property after cleanup. The Port purchased and is cleaning up this contaminated downtown property, supported by a \$500,000 EPA Cleanup Grant, to prepare the site for redevelopment. The project will remove legacy contamination, revitalize underused land, and expand access to healthcare for the town's aging population. The St. John property is part of the Port's Reuse and Revitalization Program for contaminated properties in Whitman County.



TIMELINE

June 2025: Hazardous Building Assessment of cafe

June-December 2025: Site cleanup planning

2026: Site cleanup

For the most up to date information about this project, visit portwhitman.com

QUICK FACTS

- Upon cleanup, property available for sale or lease

FUTURE USE

- Medical Clinic

RECREATION

As part of its ability to own and operate on-water recreation facilities, the Port manages Boyer Park & Marina in Colfax.

Boyer Park & Marina is a 56-acre full-service marina and campground located near the base of Lower Granite Lock and Dam. The Port funds, operates, and maintains the park and marina as a public service to the citizens of Whitman County. While staying at the campground requires a fee, the beach, boat launch, walking trail, and play structures are available for public use free of charge.

The Port also organizes the annual Snake River Family Festival at Boyer Park & Marina in the early summertime. The event draws about 500 people to the park each year to celebrate the Columbia-Snake River System.

Past festivals have featured live entertainment, catered lunch, local ice cream, educational exhibitors, and activities for kids of all ages: scavenger hunts, a fun spin-off of a sand box using wheat, and an interactive, fiberglass sculpture of a Pacific Northwest salmon named “Fin.”

The Port offers this family-friendly, free festival to its community as part of its commitment to encouraging recreational opportunities on the Snake and advocating for the continued on-water transport provided by our working rivers.



BOYER PARK AND MARINA

1753 Granite Rd, Colfax, WA 99111

Just a short drive from Pullman or Colfax through the scenic Palouse, Boyer Park and Marina is a full-service marina and campground. Nestled below Lower Granite Lock and Dam in the Snake River canyon, the park offers shaded RV campsites with full and partial hookups, cabins, a small motel, and tent sites. Amenities include a convenience store, restaurant, laundry, restrooms, showers, a swimming beach, and a floating fuel dock. The day-use area and boat launch are open to the public free of charge. The park is run by a concessionaire and is currently part of Kampgrounds of America (KOA).



UTILITIES

Water: Well, 170 GPM

Wastewater: Septic

Power: Electricity (Inland Power)

AMENITIES

Campground: 61 overnight campsites, 4 cabins, 4 hotel rooms, 3 tent sites

Marina: 8 boat docks (125 boat capacity), dump station, gas dock, boat launch

Recreation: Swimming area with sandy beach, 4-mile walking trail, camp store, playset, dog park

QUICK FACTS

- 56 acres
- Land on lease from US Army Corps of Engineers
- Dedicated in 1972

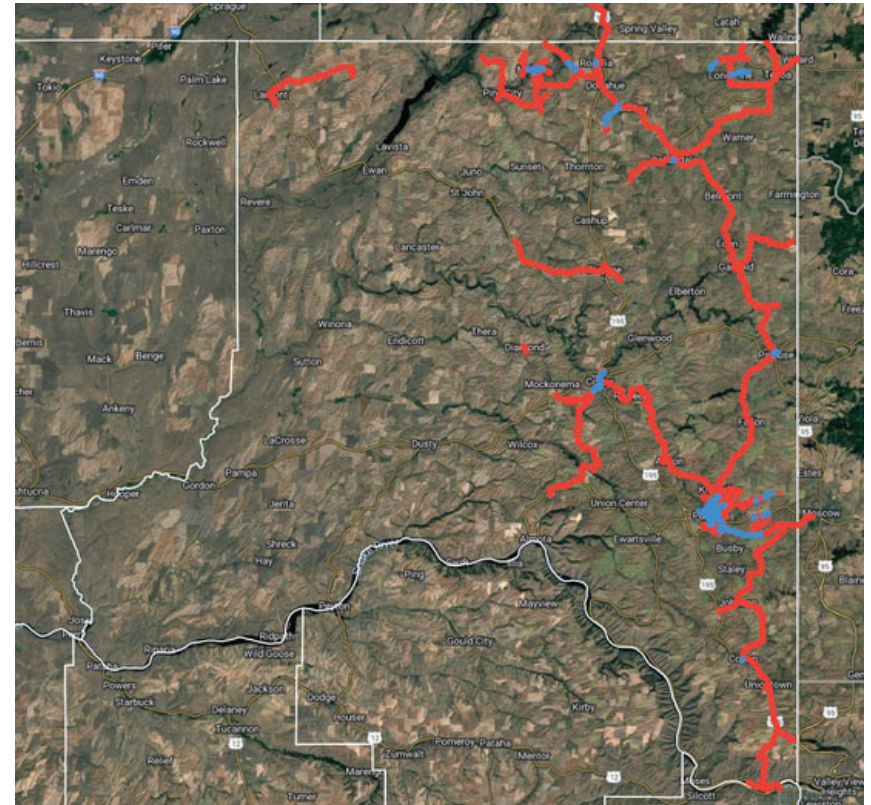
ACTIVE USES

- Campground
- Marina
- Public recreation area

TELECOMMUNICATIONS

Telecommunications work has played a large role in the Port's business operations since the 1990s. About 25 years ago, the Port Commission set out to bring high bandwidth internet access to the rural communities of Whitman County. Since then, the Port has built over 300 miles of dark fiber in a network ranging from the city of Spokane in the north to the city of Clarkston in the south. The Port continues to manage Port-owned fiber and consider opportunities to expand broadband access in Whitman County.

In 2020, the Port of Whitman County partnered with five other Washington ports to create Petrichor Broadband, LLC, a municipal corporation dedicated to expanding broadband access in underserved communities. The organization provides broadband consulting and network management services to public agencies statewide and advocates for legislation supporting publicly owned, open-access fiber infrastructure.



Map of Port Whitman County owned fiber

ASSOCIATE DEVELOPMENT ORGANIZATION

In 2023, the Whitman County Commissioners designated the Port of Whitman County as the Associate Development Organization (ADO). There are six key elements to the Port's ADO work:

1. Small Business Development
2. Economic Profiling
3. Existing Business Retention and Expansion
4. Business Recruitment, Marketing, and Advertising
5. Site and Infrastructure Development
6. Economic Development Advocacy

The Port intends to continue fulfilling the role of Whitman County's ADO for as long as the County assigns the designation to the Port.

WHITMAN COUNTY'S ADO

As Whitman County's ADO, the Port engages in a variety of activities to bolster small business development in the county including business trainings and workforce development. The Port also hosts Economic Development Informational Meetings (EDIMs) with local stakeholders to foster collaboration and build relationships. ADO activities include:

- Trainings for small businesses on a variety of topics
- Presentations to town and city councils about Port activities
- Expanding infrastructure to meet local business needs
- Maintaining and promoting Whitman County Trends website
- Site selection and recruitment assistance
- Meeting one-on-one with businesses
- Collaborating with stakeholders to support workforce development activities





STRATEGIC PRIORITIES

The Port Commission meets regularly to ensure Port business is aligned with strategic priorities, objectives, and action items. Every five years, the commission reevaluates its priorities and objectives to plan for the next five years of operation. These priorities and objectives inform the strategic plan and Comprehensive Scheme of Harbor Improvements. For the 2026-2030 cycle, the Commission has identified four priorities:

- #1 Achieve Economic Vitality
- #2 Encourage a Balanced and Economical Multimodal Transportation System
- #3 Expand Broadband Access
- #4 Demonstrate Organizational Excellence

Each priority is supported by objectives that define how the Port will measure success.

STRATEGIC PRIORITIES

#1 ACHIEVE ECONOMIC VITALITY

Economic vitality includes diversification of the economy, acquisition, development, and maintenance of Port owned properties, and improvement of the Port's financial position.

OBJECTIVES

1. Increase technology transfer from regional R1 universities (Washington State University and University of Idaho) to create regional job growth.
2. Increase Port's inventory of site ready properties through acquisition, development, and redevelopment/reuse.
3. Support business retention and expansion as Whitman County's Associate Development Organization (ADO).

#2 ENCOURAGE A BALANCED AND ECONOMICAL MULTIMODAL TRANSPORTATION SYSTEM

Encouraging a multimodal transportation system includes improvements to transportation infrastructure at Port sites, improvements to the Port of Whitman Business Air Center, and advocacy for the Columbia-Snake River System.

OBJECTIVES

1. Advocate for continued economical and ecologically responsible navigation of the Columbia-Snake River system (Marine Highway 84) and its benefits in conjunction with partner organizations.
2. Support freight rail movement in Whitman County through participation in the PCC Rail Authority.
3. Support the aviation community's needs at the Port of Whitman Business Air Center (S94) and through partnerships that enhance and promote other airports in Whitman County.
4. Advocate for policies and funding related to maintaining the state's highway system to ensure robust infrastructure for freight movement throughout the County.

STRATEGIC PRIORITIES

#3 EXPAND BROADBAND ACCESS

Expanding broadband access includes constructing new fiber projects, managing current fiber projects, and managing Petrichor Broadband.

OBJECTIVES

1. Leverage outside funding to improve broadband access (high-speed internet access) in Whitman County.
2. Manage Petrichor Broadband to benefit public entities statewide and contribute to the Port's ability to fund capital projects.

#4 DEMONSTRATE ORGANIZATIONAL EXCELLENCE

Organizational excellence includes collaborating to drive economic growth and enhancing community outreach and engagement.

OBJECTIVES

1. Utilize the Associate Development Organization (ADO) role to increase collaboration with local, regional, and state partners to promote economic development.
2. Strengthen the Port's financial position through the pursuit of outside grant and low-interest loan funding to complete capital infrastructure projects.
3. Maintain all Port facilities and improvements in good order and repair.
4. Increase the public's understanding of the Port and its work.
5. Promote economic vitality through sustainable land use practices and environmental stewardship, recognizing the importance of environmental justice.

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

RCW 53.20.010 Adoption of harbor improvement plan

It shall be the duty of the port commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvement in the port district, after a public hearing thereon, of which notice shall be published once a week for two consecutive weeks in a newspaper of general circulation in the port district, and no expenditure for the carrying on of any harbor improvements shall be made by the port commission other than the necessary salaries, including engineers, clerical and office expenses of the port district, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of a general scheme of harbor improvements in the port district, unless and until the comprehensive scheme of harbor improvement has been so officially adopted by the port commission.



2026 COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

#1 ACHIEVE ECONOMIC VITALITY

OBJECTIVE	IMPROVEMENT	ESTIMATED COSTS	ESTIMATED COMPLETION
Increase the Port's inventory of site ready properties	Construct water, sewer, and telecommunications infrastructure for the Oakesdale Mill property	\$700,000	Q4 2026
	Demolition of cafe at St. John property	\$100,000	Q1 2026
	Cleanup of St. John property	\$500,000	Q3 2026
	Complete Tekoa Industrial Land Development Project	\$4 Million	Q4 2026
	Cleanup at Colfax building	Unknown	Q4 2026
	Construct sidewalk at Colfax building	Unknown	Q4 2026
	Purchase additional property for economic development purposes	Unknown	Ongoing
Increase technology transfer from regional R1 universities (Washington State University and University of Idaho) to create regional job growth	Engineering and design for the PIP Technology Transfer and Commercialization Facility	\$1.5 Million	Q4 2026

2026 COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

#2 ENCOURAGE A BALANCED AND ECONOMICAL MULTIMODAL TRANSPORTATION SYSTEM

OBJECTIVE	IMPROVEMENT	ESTIMATED COSTS	ESTIMATED COMPLETION
Leverage Federal Aviation Administration (FAA) Funding to improve the Port of Whitman Business Air Center (POWBAC)	POWBAC Site Prep/Hangar Development Project	\$2.5 Million	Q4 2026
	POWBAC Fueling Station	\$750,000	2027
	POWBAC Industrial Land Development Planning Study- CERB	\$93,750	Q4 2026
	Pilots' Lounge Improvements	\$60,000	Q4 2026

#3 EXPAND BROADBAND ACCESS

OBJECTIVE	IMPROVEMENT	ESTIMATED COSTS	ESTIMATED COMPLETION
Leverage federal/state/private funding to improve broadband access in eligible areas	Construct fiber to the home (Kitzmillier/Tekoa/Sunshine Rd)	\$2.5 Million	Q4 2026
	Construct fiber to the home with WSBO funding as part of Ziplly IRU (completion of Rosalia, Oakesdale, Tekoa, Garfield, and Palouse)	\$1.2 Million	Q4 2026
	Fiber projects as needed	\$500,000	Ongoing

2026 COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

#4 DEMONSTRATE ORGANIZATIONAL EXCELLENCE

OBJECTIVE	IMPROVEMENT	ESTIMATED COSTS	ESTIMATED COMPLETION
Maintain all Port facilities	Replace roof of Oakesdale Mill Property	\$300,000	Q4 2026
	Explore expansion/remodel/relocation options for the Port office	Unknown	Ongoing
	Improve office technology	\$10,000	Ongoing
Increase the public's understanding of the Port and its work	ADA compliant website	\$60,000	Q4 2026
Advance economic vitality through sustainable land use and environmental stewardship	EPA Community-Wide Assessment	\$74,000	Q4 2026
	Oakesdale EV charger installation	\$56,000	2027-2028



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509-397-3791

302 N. MILL ST, COLFAX, WA