



PORT OF
WARDEN

**CAPITAL IMPROVEMENT
PLAN**

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605 W. 1st Street, Warden, WA
Telephone: 509-349-2480
Email: portofwarden@ifiber.tv
Website: portofwarden.com

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1. PRIORITY PROJECTS

The Port's Capital Improvement Plan (CIP) details projects that are intended to present conceptual design or guidelines for future planning and funding decisions.

Conceptual projects have been discussed in several public meetings, including input from staff, Commissioners, design teams, and taxpayers. The outcome of these meetings was used as baseline data for the projects and activities presented. A full list of projects and their status and priority level is included in **Section 3: Port Project List**.

1.1. AIRPORT IMPROVEMENTS

This site is located within Industrial Park No. 4. As the airport ages, its rehabilitation will become an increased priority. As a part of the revitalization of the existing runway, the airport needs to be brought up to current standards. Anticipated improvements include removing of the line-of-sight (LOS) "hill" at the end of the runway, improving stormwater control measures, evaluating pavement conditions, installing lighting upgrades, and completing other work that will allow for continued airport operation and use. Additionally, during a past fire season, the helipad was damaged by the emergency services that could require maintenance and repair work to be prioritized for further protection of community life-safety. Finally, the Port District strives for opportunities to provide compatible users with airport operations and desires to invest in hangar and aviation development.

1.2. INDUSTRIAL PARK NO. 3

This site is located at the Port-owned and mostly developed northern industrial park. The site is located on Road U, also referred to as South County Road as it enters the City of Warden to the south. On this site, two roads terminate in cul-de-sacs that the Port installed approximately seven years ago. The Port would like to continue its progress of attracting jobs to this park; however, connectivity from these two roadways and nearby utilities is needed. This project is straightforward and would involve connection to a nearby water system and a Bituminous Surface Treatments (BST) connection to the existing roads. The water system would not include side services, as the end user is yet to be sited. Future extension of the roads and utilities will also serve the undeveloped Port-owned property located to the west of this project.

1.3. INDUSTRIAL PARK NO. 4

With the anticipated improvements to the airport to maximize its potential, additional improvements within Industrial Park No. 4 are primarily expected to include Master Planning activities for subsequent site-specific planning, including environmental analysis.

1.4. INDUSTRIAL PARK NO. 5

This park will require considerable investment to prepare it for subsequent industrial site-specific development. The park is currently landlocked and has received some funding for road and utility infrastructure improvements to initiate the development process. Additional land use activities and permitting will be required. Due to the size and scale of the project site, it is anticipated that this project will be phased over the next several years to achieve full build-out and may change over time to accommodate future funding opportunities.

The Port would develop a throughway that would alleviate the access issues while also heightening the current service rating by reducing industrial traffic within nearby residential intersections. This plan

would focus Port access south off Highway 170 and the intersection of Highway 170 and Wilson Street. The Port would use the existing City right-of-way until the street joins the Port's property.

Several additional and ancillary projects have been identified that would be available for additional funding once the road infrastructure is in place to support subsequent development, including expansion of rail service to Industrial Parks No. 4 and No. 5, which are currently split by existing railways.

1.5. INDUSTRIAL PARK NO. 6

This park is the newest of the Port-owned industrial parks, created through Resolution 2022-13. The Resolution established this park as an industrial development district.

1.6. PORT OFFICE

The building was constructed in 1997 and was purchased in 2018 by the Port District. Due to the age of the roof and heating, ventilation, and air conditioning (HVAC) systems, they will require replacement within the next two to three planning periods. While these replacements are generally considered as maintenance and repair costs, replacement prior to roof or system failure would result in less overall expenditures. These expenses have been added to the CIP to prorate costs over time.

1.7. RAIL SERVICE

Rail service is and has always been a commodity that has been underutilized for the City of Warden's development potential. The Port District continues to work in cooperation with the Columbia Basin Railroad to further expand rail use that will support continued industrial development opportunities throughout its district boundaries. The Port District has engaged in interlocal agreements with adjacent counties to ensure completion of the Connell Interchange project, which will support operations throughout eastern Washington and its own Port District with reliable transportation.

2. LONG-TERM INFRASTRUCTURE INVESTMENTS

2.1. RESOURCE DEVELOPMENT

In a continued effort to provide the community with sustainable solutions to power, natural gas, water supply, sewerage capacity, wastewater management, and other similar utility resource needs, the Port District has proactively developed options to ensure it remains competitive with other communities during land use development and that it supports the tax base. While there is an abundance of unknowns at this time, additional planning and resources will be expended to pursue opportunities to ensure future resiliency.

2.2. PURCHASE OF ADDITIONAL INDUSTRIAL / RAIL PROPERTY

The Port District is exploring the purchase of additional properties to accommodate its proposed rail infrastructure expansion improvements and to increase its inventory of available land to facilitate future development by industrial clients requiring essential rail service.

2.3. FUTURE INDUSTRIAL DISTRICT DEVELOPMENT – PARKS NO. 7 AND NO. 8

As other community development opportunities are realized, the Port understands that good stewardship can sometimes involve supporting other community needs through assistance with commercial and industrial development. This may include assisting in the development of roadways, utilities infrastructure, and planning within the Port District boundaries in areas of the community that have high potential for development or redevelopment. These areas will be evaluated by property

owners and/or agencies of jurisdiction (WSDOT, County, or City) that may require Port support and/or participation and will be based on community support and need.

2.4. EXCHANGE OF REAL PROPERTY AND ACQUISITION OF NATURAL GAS PIPELINE

The Port is working towards a contract to exchange a parcel of its real property for approximately 4.5 miles of natural gas pipeline currently owned by Lamb Weston in order to secure natural gas service into the Port District and thereby support regional food processing, energy reliability and job creation.

The property the Port is considering exchanging is: The property the Port is considering exchanging is: Lot 1, City of Warden Short Plat No. 2, according to the short plat thereof recorded in Volume 37 of Short Plats, pages 37 and 38, records of Grant County, Washington. This would be exchanged for the existing buried natural gas pipeline and facilities situated in Grant County, Washington, inclusive of all Permits, Real Property Interests and Right-of-Ways relating thereto, and all parts, appurtenances and fixtures, whatever they may be, comprised of approximately 4 miles of 6" pipeline originating at the Warden/Basin Food Meter Station situated on Grant County Road 6 SE, running west along said Grant County Road 6 SE and south along Grant County Road U SE, to a regulator station, and approximately 0.5 miles of 4" pipeline running west from the regulator station to the LW tie-in.

The Port of Warden is committed to delivering infrastructure that fuels economic vitality, supports our industries, and strengthens our community.

3. PORT PROJECT LIST

Project	Active?	Priority	Est. Start Date	Est. Completion Date	Est. Cost to Port	Anticipated Funding Source	Current Status
AIRPORT							
Existing							
Runway Rehabilitation Phase 1 and 2 Design, including Runway 17 Stormwater Control Infrastructure Design	No	Low	2024	2025	\$75,000	WSDOT Grant	Awarded, grant not accepted
Runway Rehabilitation – Phase 1 Construction	No	Low	2027	2031	\$500,000, 5% anticipated match	WSDOT Grant Capital Budget	Unfunded
Airport Runway General Maintenance	No	Low	2024	2034	\$50,000 annual	Port Funds	Annual Budgeted
Runway Rehabilitation -- Phase 2 Construction	No	Low	2028	2032	\$500,000, 5% anticipated match	WSDOT Grant Capital Budget	Unfunded
Heli-pad Maintenance and Repair Project (lighting project)		Mid	2024	2029	\$10,000	Port Funds	Unfunded
Runway Lighting Rehabilitation - Design	No	Low	2030	2035	\$60,000, 5% anticipated match	WSDOT Grant	Unfunded
Runway Lighting Rehabilitation - Construction	No	Low	2031	2035	\$500,000, 5% anticipated match	WSDOT Grant	Unfunded
Airport Hangars	No	Low	2024	No End Date	Not Budgeted	Grants	Unfunded
Airport Development	No	Low	2024	No End Date	Not Budgeted	Grants	Unfunded
New Additions							
LANDSIDE/INDUSTRIAL							

Project	Active?	Priority	Est. Start Date	Est. Completion Date	Est. Cost to Port	Anticipated Funding Source	Current Status
Existing							
Industrial Park #5 – Phase 1 Road and Utilities Infrastructure and Expansion Project	Approved	High	2024	2026 Funds must be expended by 9/30/2031	\$2,500,000 funded @ 13.5% cost sharing SIP \$200,000 Port IDD \$137,500	FHWA SIP	Funded
Industrial Park #5 – Phase 2 Road and Utilities Infrastructure and Expansion Project	Approved	High	2024	2027 Funds must be expended by 9/30/2032	\$2,500,000 w/13.5% cost sharing	FHWA	Partially Funded
Industrial Park #5 – Phase 3 Road and Utilities Infrastructure and Expansion Project	Applied	High	2024	2030	\$2,500,000 w/anticipated cost sharing	FHWA	Unfunded
Industrial Park #5 – Phase 4 Road and Utilities Infrastructure and Expansion Project	Holding	High	2026	No End Date	\$2,500,000	FHWA/WSDOT	Unfunded
Industrial Park #5 – Phase 5 Road and Utilities Infrastructure and Expansion Project	Holding	High	2026	No End Date	\$2,500,000	FHWA/WSDOT	Unfunded
Industrial Park #5 – Phase 6 – Roundabout Rd 9 SE or Rd U SE Intersection Control Measures That Meet WSDOT and Grant County Public Works at or Near Rd 9 SE and Rd U SE Road and Utilities Infrastructure and Expansion Project	In process	High	2026	No End Date	\$2,250,000	Grants	Unfunded

Project	Active?	Priority	Est. Start Date	Est. Completion Date	Est. Cost to Port	Anticipated Funding Source	Current Status
Rail Infrastructure Expansion – Phase 2 Linear Shuttle Project		Low	2030	No End Date	\$3,000,000	Grants	Unfunded
Rail Infrastructure Expansion – Phase 1 Rehabilitation and Maintenance		Low	2024	2034	\$250,000	Port Funds Tenant	Unfunded
Incubator Building (Build)		Low	2024	No End Date	Not Budgeted	Port Funds Tenant	Unfunded
Develop Farm Units 138 and 139		Mid	2024	2030	\$129,000	Port Funds	Unfunded
Digester/Wastewater, if needed		Low	2025	2035	Not Budgeted	Port Funds	Unfunded
Land Acquisition for Future Rail and IDD Development		Mid	2025	2030	\$600,000	Port Funds	Unfunded
Land Acquisition or Transfer – Expansion of IDD#5 Area		Mid	2025	2035	Not Budgeted	Port Funds	Unfunded
Industrial Park #3 - Site Development		High	2024	2044	\$4,000,000	Lease	Projected
Industrial Park #3 – Road and Utilities Infrastructure Improvement, Expansion and/or Expansion		High	2024	2027	\$530,000	Port Funds SIP	Unfunded
Industrial Park #4 – Environmental Master Planning and Mitigation		Low	2024	2030	\$100,000	Grants	Unfunded
Industrial Park #5 – Environmental Master Planning and Mitigation	Active	High	2024	2030	\$100,000	Grants	Unfunded
Industrial Park #5 – Master Planning and Site-Specific Development	Active	High	2024	2026	\$100,000	Grants	Unfunded
Industrial Park Master Planning Study	Active	High	2024	2026	\$80,000.00	Port Funds	Unfunded

Project	Active?	Priority	Est. Start Date	Est. Completion Date	Est. Cost to Port	Anticipated Funding Source	Current Status
Connell Rail Interchange Improvement Project	Active	High	2024	2031	\$18,000,000	WSDOT	Funded
Resources – Hydrogen, Solar, Natural Gas/Power Generation and Resiliency	Active	High	2025	No End Date	Not Budgeted	YTBD	Unfunded
Industrial Development District #7 – Road U/I90 -		Low	2024	No End Date	Not Budgeted	YTBD	Unfunded
Industrial Development District #8 – SR170/SR17		Low	2024	No End Date	Not Budgeted	YTBD	Unfunded
Industrial Development – Truck Transportation – Rd 7.5 SE Development		Low	2025	2030	Not Budgeted	YTBD	Unfunded
Port Office – Roof Replacement (Assumes 27 years old)		Low	2030	2040	\$75,000	Port Funds	Unfunded
Port Office – HVAC Replacement		Low	2030	2040	\$15,000	Port Funds	Unfunded
Farmground Industrial #6 - Board Resolution to create Industrial Development District #6	Complete	Mid	2024	2026	Not Budgeted	YTBD	Unfunded

Notes:

FHWA = Federal Highway Administration

IDD = Industrial Development District

SIP = Safety Improvement Plan

WSDOT = Washington State Department of Transportation

YTBD = year to be determined