PORT OF GRAPEVIEW

COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENT

EFFECTIVE: 11/17/2026

PORT OF GRAPEVIEW
P.O. Box 3 | Grapeview, WA 98546
425.610.6552 | www.portofgrapeview.com

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Documents referred to in the Comprehensive Scheme are available on the Port's website.

AUTHORITY

This document is required by law.

The specific chapters, plus the associated Chapter 53.25.090, are highlighted below:

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 out of any harbor improvement shall be made by the port commission other than 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 the general scheme of harbor improvements in the port district, unless and until the comprehensive scheme of harbor improvements has been so officially adopted by the port commission.

53.20.020 Improvement to Follow Plans Adopted.
When such general plans shall have been adopted or approved, as aforesaid, every improvement to be made by said commission shall be made substantially in accordance therewith unless and until such general plans shall have been officially changed by the port commission after a public hearing thereon, of which at least ten days' notice shall be published in a newspaper in general circulation in such port district.

53.25.090 Conditions precedent to making improvements.
No expenditure for improvement of property in an industrial development district, other than the expense of preparing and submitting a plan of improvement shall be made by a port district, and no property shall be acquired by it therefore except as provided for hereinbefore until it has been made a part of the comprehensive scheme of harbor improvement and industrial developments or amendments thereto.

That said comprehensive scheme or amendments thereto shall provide for the development or redevelopment of those marginal lands acquired and a provision for the continuing of the land uses which are hereby declared to constitute public uses and the purposes for which public moneys may be advanced and provide property acquired.

PREFACE

Purpose of the Comprehensive Scheme of Harbor Improvements
This Comprehensive Scheme of Harbor Improvements has been prepared to meet the following Port needs:

- Establish short- and long-term planning and development goals and implementation strategies.
- Provide a plan to develop and enhance the economic diversity of the Port of Grapeview. This plan will be a flexible guideline for the Port Commissioners to make sound fiscal policy and planning decisions.
- Provide a strategy for retaining existing business and attracting new business and industry to enhance local economic diversification efforts.
- Adopt a prioritized Capital Improvement Plan.
- Provide the community and potential customers with an overall understanding of the Port of Grapeview.

From time to time, the Port of Grapeview Board of Commissioners may elect to update the Port of Grapeview Comprehensive Scheme of Harbor Improvement.

The Port Commissioners and other community stakeholders make a considerable study of:

- The current Comprehensive Scheme.
- Revised Code of Washington (RCW) requirements.
- Several Comprehensive Scheme of Harbor Improvement publications from other Ports.
- Infrastructure inventory.
- Infrastructure condition.
- Goals and Objectives
- Capital Plan.

The Commission, with input from the community, then sets about preparing a plan that would serve the Port for several years. That plan is presented by the Port Commissioners who hold a public hearing as required by RCW.

The Port Commissioners then amend the Comprehensive Scheme by resolution. Resolutions are available on the Port's website.

PORT OF GRAPEVIEW HISTORY

History of Washington Ports
Each of the 75 port districts in Washington have their own characteristics. Ports range in size, the scope of their facilities and operations, and their locations— some are on water, while others are far inland.

Historically, private owners, primarily railroads, exercised exclusive control over shipping rates and made arbitrary decisions about which products were allowed to pass across the shipping docks. To promote and protect all commerce, the state legislature responded in 1911 by authorizing the public ownership and management of Washington's ports. The legislature passed an enabling act permitting the creation of public port districts.

On a broad scale, ports engage in economic development activities. Ports are the only public agencies whose primary mission is to spur economic development. Ports do this by acquiring, developing, leasing, or selling, operating, and maintaining facilities for all forms of transfer: air, land and marine, in accordance with RCW 53.08.

History of the Port of Grapeview
The Port of Grapeview was created on November 14th, 1923, to "care for commodities shipped into or out of the district by water". The Commission sold bonds to build a twelve by twenty-foot building on a dock, twelve by one hundred and ten feet, near the old McLane Cove Bridge.

A second site was selected at Oak Passage for the construction of a pier, forty by fifty feet, connected to the shore by a trestle, twelve by one hundred and ninety feet long. The pier also had a twenty by forty-foot building with a float and gang plank. For many years the two piers and floats served the farmers and travelers of Grapeview.

In 1951, the Port started discussions on where to locate a float for visiting small boats.

The two piers built in 1923 had now given way to decay and a lack of maintenance. In 1959 it was decided to build a small boat launch ramp at Fair Harbor at the end of Griswold Avenue. In June of 1960, the contract for construction was awarded to Griffey Brothers of Allyn, Washington. In 1968, a second ramp was constructed in lieu of a dock and float that had been proposed in 1966.

By 1967 the Port was discussing a small boat launch ramp at the old dock site at the end of Murray Road on McLane Cove. In 1970 a lawsuit and judgment dictated the specific terms for building such a ramp. The Port decided not to construct the ramp.

Over time, new Commissioners were elected and in the early 1970's the Port Commission began to meet regularly and prepare annual budgets. At this time the Port did not expand its services or increase investments in capital projects.

In late 1988, the Port began looking toward the future and noted the increasing population growth in the Grapeview area. It was noted that there would be a need for recreational opportunities and economic needs in the community. By 1989, Commissioners were attending Washington State Outdoor Recreation funding sessions and purchased 1.74 acres at Grapeview Center.

In 1992, the Port purchased property that is known as the Port of Grapeview Boat Launch Auto-Trailer Parking Lot, across Grapeview Loop Road from the boat launch. The land and mobile home (since demolished) were purchased with Port funds and a fifty percent grant match from Washington State's Recreational Conservation Office. In 1993-1994, the Port built the current parking lot. In 2007, the Board of Commissioners created a Strategic Planning Advisory Committee (SPAC) of the Port of Grapeview to assist the Port Commissioners in the delivery of Port services to its residents, commercial operators, and visitors.

Revitalization and Construction of the Boat Ramp, Parking, and Restroom Facilities
In 2012 an effort was begun to revitalize the Port of Grapeview Boat Ramp which was in serious disrepair after 50 years. Thanks to the recognition and financing by Washington State's Recreation and Conservation Office through a series of grants, work started in 2015 and was completed in 2021.

Phase I was the replacement of the ramp itself and installing a never-before-seen boarding float. Completed in 2018. Grant Value: $814,468.00

Phase II was the acquisition of property to construct a turn-around area for vehicles and boat trailers. Completed in 2019. Grant Value: $418,961.00

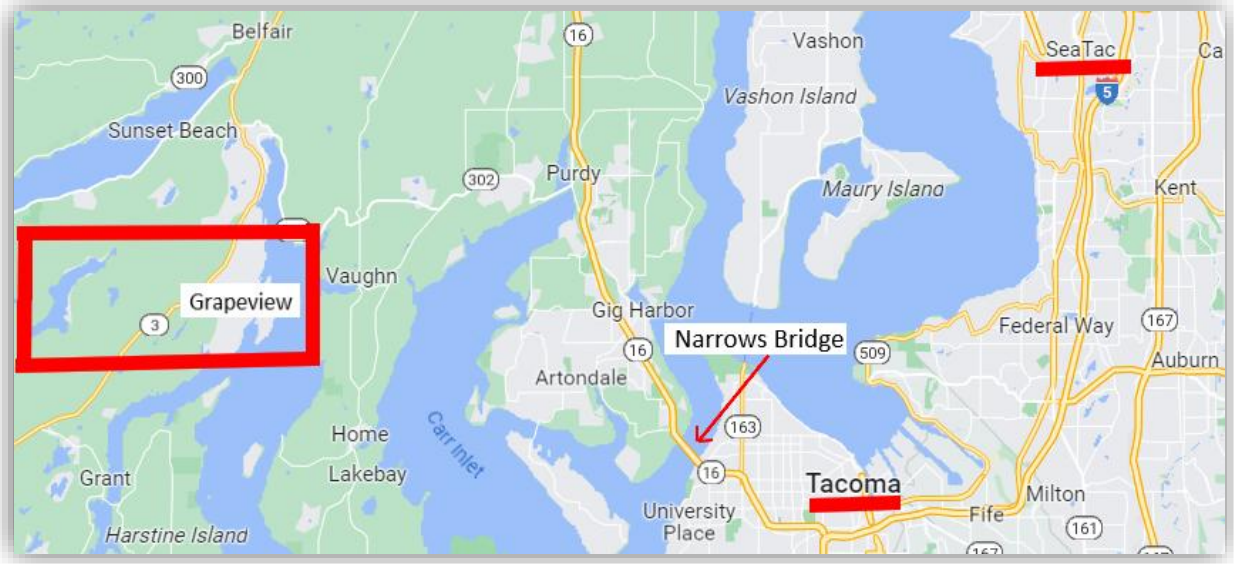
Phase III was the development of the turn-around, beach restoration and permanent ADA compliant restrooms. Completed in 2021. Grant Value: $840,000.00

In 2021 the Washington Public Ports Association—the Port's lobbying group in Olympia awarded the Port of Grapeview their Creative Partnership Award over the other 75 Ports in Washington State.

They created a video, and it is available here:

https://www.youtube.com/watch?v=HeymiYXbUWs

LOCATION



The Port of Grapeview is situated in Mason County, southwest of Seattle and halfway between Shelton and Bremerton on Washington State Route 3 with convenient access to regional destinations.

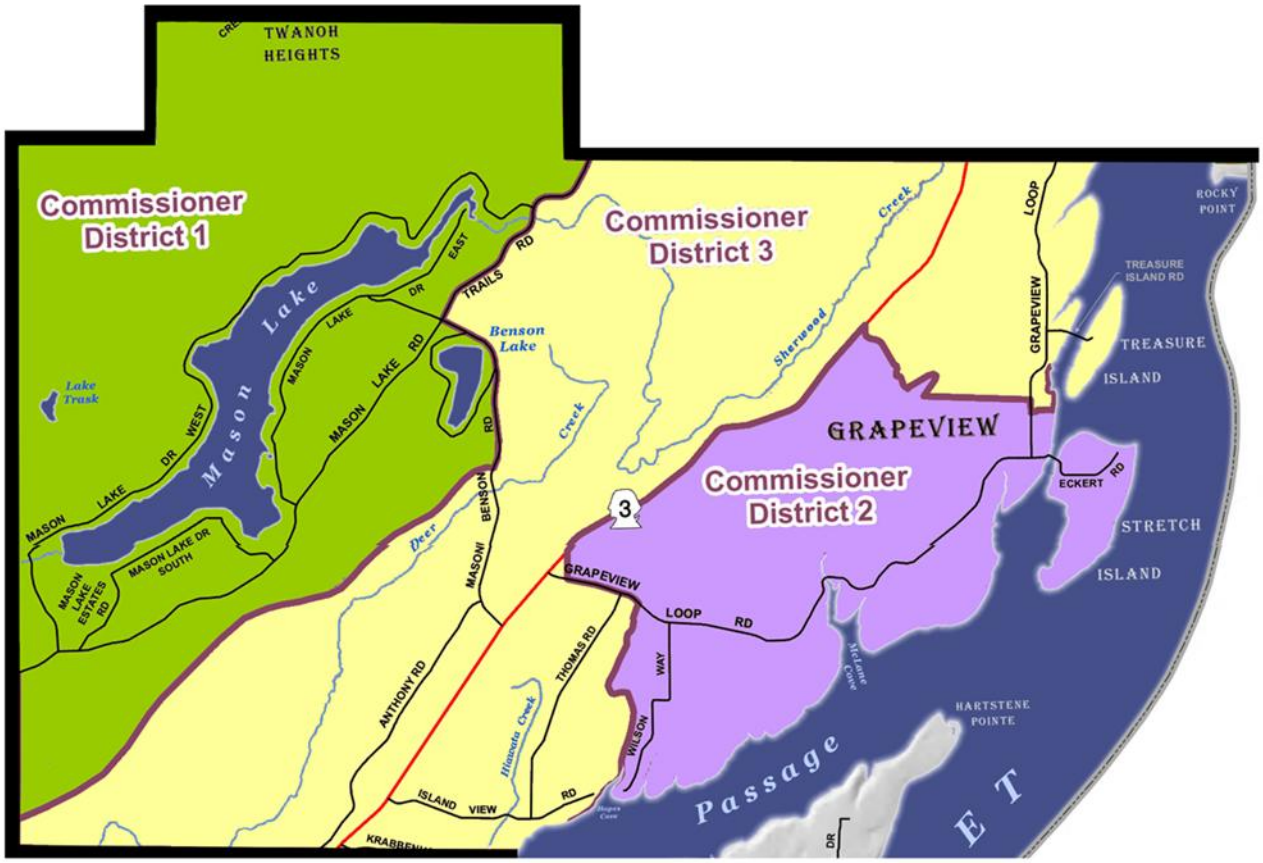
It includes the shoreline of Puget Sound and many freshwater lakes, the largest of which are Mason Lake and Benson Lake.

Mason County Population Growth Projection 2016-2036

	2016	2036	Population Increase	Percent Increase 2016-2036
Mason County Total	**62,320**	**83,800**	**21,480**	**34%**
City of Shelton	10,070	16,200	6,130	61%
Shelton UGA	3,740	7,220	3,480	93%
Urban Growth Areas (Allyn, Belfair)	2,990	4,720	1,730	58%
Rural County	45,520	55,660	10,140	22%

Source: Washington State Office of Financial Management and City of Shelton

COMMISSIONER DISTRICTS



Commissioners

District 1:	**Art Whitson**	**Term Expires: 12/31/2027**
District 2:	**Mike Blaisdell**	**Term Expires: 12/31/2029**
District 3:	**Doug Jones**	**Term Expires: 12/31/2027**

CONTACT INFORMATION

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ECONOMIC POTENTIAL

The South Sound has become a worldwide shellfish provider with many businesses that take advantage of the clean salt waters to farm oysters, clams, mussels, and geoducks.

Bivalves coming from Washington's cool clean waters are prized as some of the best in the world. This reputation has ensured that domestic and international demand for them has long exceeded supply. This strong demand has fostered continued growth of the shellfish industry. Implementation of the NOAA's National Shellfish Initiative in Washington will enable shellfish aquaculture in the state to expand to meet the demand for quality shellfish providing critical new jobs in rural Western Washington.

Annually, tourists and residents purchase over 300,000 licenses to harvest clams and oysters from Washington waters, providing more than $3.3 million in state revenues. WDFW conservatively estimates that the 125,000 shellfish harvesting trips made each year to Puget Sound beaches provide a net economic value of $5.4 million to the region. On Washington's coast, an average of 244,000 digger trips are made each season to harvest razor clams contributing an estimated $22 million value to the coastal economies.

Shellfish: Jobs and Economic Opportunity

Shellfish are critical to the health of Washington's marine waters and the state's economy. Washington leads the country in the production of farmed clams, oysters, and mussels with an annual value of over $107 million. Washington shellfish growers directly and indirectly employ over 3,200 people and provide an estimated total economic contribution of $270 million.

Surveys from the early 2000's indicate shellfish growers are the largest private employer in Pacific County and the second largest in Mason County in 2019. In just those two counties, they generate over $32 million annually in payroll. In addition, there is ceremonial and subsistence harvest in Puget Sound and coastal waters that tribes consider invaluable and unquantifiable.

The facilities at the Port of Grapeview are used consistently by several commercial shellfish companies for geoduck and oyster harvesting, contributing to the area's local economy.

SUPPORT OF ECONOMIC DEVELOPMENT

There are three impactful economic industries in the Port of Grape-view.

- Forestry and forest products.
- Shellfish Production
- Recreation and tourism

Much of the land within the Port's geographical boundary is under the ownership of forest or forest product manufactures.

The largest forestry companies are:

- Green Diamond Resource Company
- Manke Timber Company

The largest forest product companies are:

- Sierra Pacific
- Mason County Forest Products

The second largest section of economic activity is shellfish production.

The largest shellfish producer/farmers are:

- Taylor Shellfish
- Minterbrook Shellfish
- Seattle Shellfish
- Squaxin Tribes

Recreation has the third largest economic impact in the area.

- Tribal Casinos
- Fair Harbor Marina (privately owned)
- Port of Grapeview Boat Launch, parking, and saltwater access.
- Mason Lake
- Benson Lake

INFRASTRUCTURE INVENTORY

BOAT LAUNCH AND BOARDING FLOAT

The launch ramp was replaced in 2018. Originally built in the early '60s, it was in dangerous disrepair.

The boarding float is new with American Disabilities Act safety and convenience features. It was completed in 2019.

Both projects were funded by a grant from the Washington State Recreation and Conservation Office's Boating Facilities Fund in addition to contributions by Taylor Shellfish and by Grapeview Residents.

AUTO/TRAILER TURNAROUND, LOADING/UNLOADING AREA, AND RESTROOM

Previously, boaters used the Marina driveway to turn their trailer and boat around for a launch. The Marina is private property, and the Port secured another grant to construct a turnaround on the Port property.

There are two lanes to reverse course.

The project also included the installation of permanent ADA-compliant public restroom facilities and the associated on-site septic system. The Port has identified improving and updating the existing septic drain field as a necessary capital improvement to maintain reliable operation of the public restroom facility.

BOAT LAUNCH AUTO-TRAILER PARKING LOT

The auto-trailer parking lot is across Grapeview Loop Road from the boat launch.

DONATED PROPERTY

In 2018, a local resident donated 15 acres of waterfront property with access to potable water, which the Port continues to hold for future consideration.

PORT GOALS

It is the intent of the Port Commissioners to update the Comprehensive Scheme at least biannually or whenever necessary so that it is a dynamic working document.

The Port Commission fully expects that the Port's goals and objectives will evolve over time and be modified as required so that the top priorities are met, and new projects/priorities are established.

Although these goals are non-specific requests each will be taken into consideration in all decisions.

The following pages list projects, goals, and objectives in order of precedence. The list makes no distinction between capital projects and non-capital projects.

GOALS AND OBJECTIVES

Goal 1: Maintain and make improvements to Port facilities, Parking Areas, and Boat Ramp

Objective 1: Maintenance of Port Facilities

Implementation Tasks 1.1: Evaluate ongoing maintenance requirements and strategies of Port's facilities, properties, and equipment.

Objective 2: Inspection & Improvements to Boat Ramp and Port Facilities

Implementation Tasks 2.1: Inspect, improve, and repair as needed. As structures and facilities age, evaluate replacement of components.

Implementation Task 2.2: Evaluate, repair, replace, and improve utility infrastructure serving Port facilities as necessary, including the wastewater, septic system and septic drainfield serving the public restroom facility.

Implementation Task 2.3: Evaluate the feasibility of additional amenities supporting recreational boating, including a freshwater boat and trailer rinse facility.

Objective 3: Evaluate Property Use Strategy

Implementation Tasks 3.1: Determine best use of properties not already slated for development, such as the Grapeview Loop Road property.

Implementation Tasks 3.2: Evaluate opportunities to acquire additional property to enhance existing facilities.

Objective 4: Parking Expansion

Implementation Tasks 4.1: Evaluate opportunities and the need to increase the number of parking spaces and construct additional spaces, if warranted.

Goal 2: Protect and enhance existing infrastructure, public access amenities and promote water safety.

Objective 1: Port Signage

Implementation Tasks 1.1: Develop a coordinated signage system that identifies Port properties and opportunities for public water access.

Implementation Tasks 1.2: Replace signs throughout Port as needed. Upgrade the quality of signage.

Objective 2: Port Security

Implementation Tasks 2.1: Evaluate installation of security equipment such as surveillance cameras, as needed, at Port properties to enhance boat ramp security and inform users of current conditions.

Objective 3: Promote Water Safety

Implementation Tasks 3.1: Increase public awareness of water safety, educate the public and community to use "best practices" for boater safety on the sound and lakes.

Implementation Tasks 3.2: Enhance boating safety by maintaining channel buoys annually and establishing official ball lines as needed on the lakes.

Goal 3: Work with local and government agencies that address water quality issues within the Port District including Mason Lake and Benson Lake.

Objective 1: Improve water quality by reducing contaminant and nutrient levels from the land and waters impacting Mason Lake and Benson Lake.

Implementation Tasks 1.1: Initiate research, monitoring, and modeling to ensure water quality is maintained and improved.

Implementation Tasks 1.2: Work with local agencies, tribes, community, and government partners to protect and address water quality issues within the Port District.

Implementation Tasks 1.3: Work with local agencies, tribes, community, and government partners to ensure existing contaminants and nutrients are managed and removed, improving public health and water quality.

Objective 2: Protect water quality and productive aquaculture growing areas.

Implementation Tasks 2.1: Evaluate and propose low-impact development regulations for areas in proximity to shellfish growing areas and key water resources.

Implementation Tasks 2.2: Explore opportunities for adequate boater pump out, toilet and pet waste facilities for shoreline and marine water recreation to minimize water quality impacts.

Implementation Tasks 2.3: Increase public awareness of water quality issues, educate the public and community to use "best practices" to help protect and minimize water quality impacts.

Goal 4: Maximize the well-being of the port districts citizens through responsible economic development.

Objective 1: Establish a coordinated and effective Economic Development strategy inclusive of Mason County and the Mason County Economic Development Council (EDC) towards a common vision with a focus on recruitment of new businesses, as well as retention and expansion of existing businesses.

Implementation Tasks 1.1: Build and maintain relationships with local, state, federal and tribal representatives to communicate needs and concerns about pending issues.

Implementation Tasks 1.2: Establish business relationships to increase economic development and further the Port's mission.

Implementation Tasks 1.3: Evaluate opportunities to partner with other municipalities to increase economic development.

Implementation Tasks 1.4: Evaluate opportunities to facilitate economic development in Grapeview and the Port District.

Implementation Tasks 1.5: Continue active participation in associations to maintain connections in government and the community.

Objective 2: Promote recreation and tourism throughout the port district to allow the economic benefit of tourism to enhance the quality of life in the Port of Grapeview District.

Implementation Tasks 2.1: Provide recreational opportunities for visitors and residents.

Implementation Tasks 2.2: Support efforts to partner with community events that attract tourists and provide recreational opportunities for the community.

Implementation Tasks 2.3: Discover, develop, and promote Port District area attractions and events as a tourist destination, and promote Grapeview as a quality residential community.

Implementation Tasks 2.4: Increase public awareness that tourism can be a major contributor to the local economy, job creator, and provider of positive community well-being.

Implementation Tasks 2.5: Coordinate efforts of the County government and local towns to establish and enhance a regional tourism effort.

Implementation Tasks 2.6: Coordinate with local tourism businesses to exchange information, strategies, and feedback related to tourism programs and impact.

Objective 3: Promote affordable, reliable, high speed broadband infrastructure to facilitate economic development, public welfare, digital equity, and quality for Port District residents, businesses, and community facilities.

Implementation Tasks 3.1: Partner with Mason County PUD's "Drive-In Wi-Fi initiative" to provide a Wi-Fi hotspot at the Port's board launch facility providing residents, commercial and recreational users free Wi-Fi access while using the Port's facilities.

Implementation Tasks 3.2: Support efforts to partner and participate with the Mason County Broadband Action Team and other community groups to advance affordable, reliable, high-speed broadband within the Port District and throughout Mason County.

Goal 5: Actively promote workforce development initiatives that address local industry needs, supporting public-private partnerships to cultivate a skilled workforce and provide public benefit in line with the Port Commission's goal to maximize the well-being of the port districts citizens through responsible economic development.

Objective 1: Support public-private partnerships by collaborating with private entities, local government, educational institutions, and training providers to develop industry-aligned training programs that meet workforce needs.

Implementation Tasks 1.1: Foster partnerships with nonprofits, local businesses, public sector organizations, trade organizations, and educational institutions to create innovative training solutions for emerging trends in maritime, logistics, and technology sectors.

Objective 2: Create pathways to employment through education and training that directly connect to job opportunities, ensuring a seamless transition from training to the workforce.

Implementation Tasks 2.1: Collaborate with employers and educational providers to offer hands-on learning experiences such as career and technical education programs, internships, apprenticeships, and work-study initiatives.

Implementation Tasks 2.2: In cooperation with stakeholders, support training programs that provide skills for high-demand jobs, including apprenticeships, internships, and certification courses.

Objective 3: Continuously assess workforce development initiatives and public-private partnerships to maintain alignment with industry needs, technological advancements, and the Port Commission's economic goals, ensuring public benefit.

Implementation Tasks 3.1: Pursue funding and grant opportunities, along with private-sector partnerships, to support workforce development programs and ensure training accessibility for the wider community.

Goal 6: Increase level of engagement and constituent support for the Port and the Port's initiatives.

Objective 1: Strengthen public understanding and support of Port responsibilities and projects through community engagement and participation at many levels.

Implementation Tasks 1.1:	Communicate regularly with Port stakeholders providing information about Port projects and responsibilities through public meetings, special events, and community festivals.
Implementation Tasks 1.2:	Seek input from Port stakeholders on key issues and initiatives as appropriate.
Implementation Tasks 1.3:	Host annual meeting for all stakeholders to review Port's progress over the past year.
Implementation Tasks 1.4:	Work with media outlets to communicate the Port's mission and activities.
Implementation Tasks 1.5:	Prepare and issue fact sheets, press releases, and support materials on Port events and activities.

Objective 2: Develop new partnerships that will increase the level of support for the Port's initiatives and expand the resources available to the Port.

Implementation Tasks 2.1:	Attend regular meetings held by the Port's economic development partners to define shared goals and to develop, implement, and refine plans for achieving shared goals and initiatives.
Implementation Tasks 2.2:	Business development to include local businesses and organizations.
Implementation Tasks 2.3:	Financing to include Local, State, Federal Grants, and low interest loans.
Implementation Tasks 2.4:	Other Ports to include ports of similar size and challenges.

MARGINAL LANDS DESIGNATION

MARGINAL LAND REQUIREMENTS

A port district is authorized under RCW 53.25.040 to...*"create industrial development districts within the port district and define the boundaries thereof, if it finds that the creation of the industrial development district is proper and desirable in establishing and developing a system of harbor improvements and industrial development in the port district."*

The specific powers of an industrial development district within a port district are authorized under RCW 53.25.100.6. The primary purpose of an industrial development district is to allow a port district to develop or redevelop marginal lands within the industrial development district boundaries in a sound manner to further economic stability, provide provisions for appropriate continuing land use, and to protect and promote the general welfare of the inhabitants of the port district in which the industrial development district exists.

The key element of industrial development districts and the primary purpose is the development and redevelopment of marginal lands. Marginal lands are defined in RCW 53.25.030 and can be characterized by one of several characteristics. In general, marginal lands are properties which are either deteriorated or in the process of deteriorating due to disuse, inconsistent use, inadequate infrastructure, faulty planning, inadequate subdivisions, widely scattered parcel ownership, and others.

No expenditure for improvement of property in an industrial development district, other than the expense of preparing and submitting a plan of improvements, shall be made by a port district, and no property shall be acquired by it except as provided for by statute, until it has been made a part of the comprehensive scheme of harbor improvements and industrial developments or amendments thereto (RCW 53.25.90). The comprehensive scheme or amendments thereto shall provide for the development or redevelopment of those marginal lands acquired and a provision for the continuing of the land uses which are hereby declared to constitute public uses and the purposes for which public moneys may be advanced and property acquired.

MARGINAL LAND IDENTIFICAION

The Port of Grapeview has identified the following as marginal lands:

- Griswold Avenue
- Boat Launch and Float Area
- Turn Around Property
- Upper Auto/Trailer Parking Lot
- Grapeview Loop Road Property at Treasure Island Road
- Treasure Island Road Beach Property

See Marginal Land Resolution 2019-04 and 2022-03 available on the Port's website.

PORT REVENUE

In-house funding is always a major challenge. The Port of Grapeview's annual income is based on a tax levy of two cents (.00183478) per thousand dollars of assessed value, which equates to operating income of $29,946.54 in 2026. The amount is barely adequate to sustain the expenses such as annual repair of the boat ramp, parking lot, insurance, property taxes, PUD, restroom maintenance, Port-a-Potty rental & cleanout, etc.

The Port of Grapeview has the lowest assessed value per thousand of the 75 Washington ports. The port is second lowest in annual income.

ALL MASON COUNTY PORTS:
Assessed Valuation of all assessor parcels in a particular port district:

2025 ASSESSED PROPERTY VALUES USED FOR 2026 TAX LEVY RATES

PORT	ASSESSED VALUATION	RATE/1000 AV	2026 LEVY AMOUNT
Port of Allyn – General	3,278,090,389	0.1032324	338,405.36
Port of Hoodsport - General	851,180,080	0.1268129	107,940.69
Port of Dewatto - General	387,215,634	0.1260229	48,798.05
Port of Grapeview – General	1,632,156,570	0.0183478	29,946.54

Source: 2026 Levy Book

To assist in revenue collection, the port installed a payment kiosk for boat and kayak launches, and auto/trailer parking. Details are on the port's website at www.portofgrapeview.com Revenue from this source is used to help maintain the ramp, float, turnaround, restrooms and parking lot.

ADDITIONAL REVENUE SOURCES

To address revenue shortfall, the Port Commissioners secured Washington State Recreational Commission Office (RCO) Boating and Facilities (BFF)* grants to replace the boat ramp, add a gangway, acquire property, and install permanent restroom facilities. The port was successful and was granted RCO development grant 14-1866D to upgrade the boat launch. That goal and objective was completed in 2019. Grant 16-2420A property acquisition was completed in 2018 and Grant 18-2420D turnaround and restrooms completed in 2021.

*The source for BFF grant revenues is a tax on marine fuel.

PORT DEVELOPMENT DISTRICT TAXATION

In 1957 the Washington Legislators established the Industrial Development District option for ports. In 1973, an amount of $0.45 cents per 1000 dollars of assessed value was established. In 1987 the Legislators allowed a maximum of two IDDs to be enacted by a Port for eternity (as in forever). In 2015, the Legislators extended the collection period from six years to 20. The Port of Grapeview Commissioners supported this legislation. It became law on July 24, 2015. See RCW 53.36.160 online.

The port relies on IDD taxation to support grant match requirements. See Resolution 2018-04 (available online at www.portofgrapeview.com). IDD Funds have a very restrictive use as stipulated by Chapter 53.25 of the Revised Code of Washington (RCW). The funds must be used for acquisitions and capital improvements. IDD funds cannot be used for general operating expenses.

2026 PORT OF GRAPEVIEW IDD LEVY RATE

ASSESSED VALUATION	RATE/1000 AV	2026 LEVY AMOUNT
1,632,156,570	0.0799450	130,482.88

Source: 2026 Levy Book

EXPENDITURES

The Port of Grapeview adopts a budget each fall to guide its spending for the following year. This budget serves as a blueprint for spending and helps the commissioners determine which activities will be completed each year. The process begins each August, and a preliminary budget is prepared. A public hearing is held in which the preliminary budget is further shaped by the residents of the Port of Grapeview. The final budget is then adopted by commissioner resolution.

There are two budgets from which the port spends money: The Operating Budget and the Capital Construction Budget.

When setting the annual Operating Budget, the Commissioners and the Port Auditor make their best efforts to work towards the goal of attaining sufficient operating revenues to cover all operating expenses on an annual basis.

It is imperative that the Port maintain its physical assets at a level adequate to protect the Port's capital investments and minimize future maintenance and replacement costs. A detailed maintenance schedule will be developed and maintained, and sufficient levels of funding for maintenance will be included in the Port's annual budget.

Both Budgets are available on the port's website at www.portofgrapeview.com

CHALLENGES

Ports can serve as critical agents for economic development, with a number of abilities under state law that are not available to cities, to best serve their jurisdictions.

Usually, the creation and retention of jobs and financial investment in a port district generates the revenues to pay for services necessitated by all forms and parts of residential and commercial development. But economic development in the Port of Grapeview is unique because the port district is removed from an urban center and the resulting investments and trickle-down developments.

Development patterns, taken for granted in other jurisdictions, cannot presently be duplicated in the Port of Grapeview. This requires the community to act independently and without the benefits or impacts of urbanized industrial, office or retail development.

Considering these challenges, the Port of Grapeview can still support local businesses, education, community events, recreation, tourism and pursue other investment opportunities as a means of economic development.

Planning and design features that may be considered on Port properties in the future:

- Port of Grapeview Boat Launch Facility
    - Upgrade and improvement of septic/wastewater infrastructure serving the public restroom
    - Evaluate development of a freshwater boat and trailer rinse station

- Port of Grapeview Boat Launch Auto-Trailer Parking Lot
    - Expansion
    - Purchase of additional land for future parking

- Grapeview Loop Road donated open land property

- Oak Passage Historic Dock Site
    - Research and provide documentation to identify specific ownership rights.

- McLane Cove Historic Dock Site
    - Research and provide documentation to identify specific ownership rights.

COMPREHENSIVE SCHEME RESOLUTION & AMENDMENT LIST

RESOLUTION NO:	DATE	PURPOSE	ACTION	
Unknown	1923	Original	• Adopt	No records readily available
Unknown	1992	Amend	• Unknown	No records readily available
Unknown	2002	Amend	• Unknown	No records readily available
Unknown	2007	Amend	• Unknown	No records readily available
1-09	2009-06-16	Amend	• Accept	Update Comprehensive Scheme
2015-02	2015-07-21	Amend	• Improvements	Amends & Updates 2009 Comp Scheme
2017-06	2017-05-16	Amend	• Improvements	Amends & Updates 2015 Comp Scheme
2019-05	2019-05-21	Amend	• Add Marginal Lands • Remove Completed Projects	Amends & Updates 2017 Comp Scheme
2022-04	2022-03-15	Amend	• Revised Goals & Objectives • Removed Okonek Property • From Industrial Dev District	Amends & Updates 2019 Comp Scheme
2023-09	2023-09-19	Amend	• Update Preface • Update Port History • Update Location & Population Growth • Update Infrastructure Inventory • Revised Goals & Objectives • Update Marginal Land Req's • Update & Revise Port Revenue • Update Port Challenges	Amends & Updates 2022 Comp Scheme
2024-11	2024-11-19		• Update Length of Commissioner Terms • Update Goals/Objectives to include Workforce Development	Amends & Updates 2023 CSHI to incorporate the projects described in the 2025 Capital Budget.

2026-xx	2026-11-17		• Update Goal 1 Obj 2 implementations to include septic drain field & boat wash station • Update District 3 Commissioner information • Update & Revise Port revenue • Update name of donated property. • Update Port Challenges	Amends & Updates 2024 CSHI to incorporate the projects described in the 2027 Capital Budget and necessary administrative updates.