

Port of Pend Oreille
U.S. EPA FY2026 Brownfield Assessment Grant Application

The Port of Pend Oreille (the Port) submits this application for FY2026 Brownfields Assessment Grant funding. The information requested is provided below.

(1) Applicant Identification:

Port of Pend Oreille, operating as Pend Oreille Valley Railroad (POVA)
1981 Black Road, Usk, WA 99180

(2) Website URL:

<https://www.portofpendoreille.com>

(3) Funding Requested

- a. Assessment Grant Type: Community-Wide
- b. Federal Funds Requested: \$500,000.00

(4) Location: Pend Oreille County, Washington

(5) Target Area and Priority Site Information

- Census Tracts: 530519701, 530519702, 530519703, 530519704, 530519705
- Priority Sites
 - Ione Airport Vacant Lot: 111 Greenhouse Road, Ione
 - Ione Airport Gas Station: 2111 State Highway 31, Ione
 - Ione Airport Grocery Store / Cabin Café: 2102 State Highway 31, Ione
 - Ione Port Rail / Lions Club Train Stop: 101 S Railroad Ave, Ione
 - Ione Mill Site: NKN Mill Yard Road, Ione
 - Metaline Hotel / Hoogey's Steak House: 203 SR-31, Metaline
 - Metaline Falls Old Bank Building: 124 E 5th Ave, Metaline Falls
 - Store N' More: 5682 SR-211, Newport
 - Vaagen Mill Site: NKN Highway 20, Newport
 - WSDOT State Pit near Wolfred County Park; NKN Highway 20, Newport
 - City Service Valcon LLC (Tanks): 135 W Pine Street, Newport
 - Pend Oreille Marine Repair Shop: 325252 US-2, Newport

(6) Contacts

a. Project Director:

Jessica Garza, Economic Development Director
Port of Pend Oreille – Pend Oreille Valley Railroad (POVA)
1981 Black Road, Usk, WA 99180
(509) 445-1090 | jessicag@povarr.com

b. Chief Executive:

Kelly Driver, Executive Director
Port of Pend Oreille – Pend Oreille Valley Railroad (POVA)
1981 Black Road, Usk, WA 99180

(7) Population (2020 U.S. Census)

Pend Oreille County: 13,401

- Newport: 2,114
- Cusick: 153
- Metaline: 162
- Metaline Falls: 272
- Ione: 428

(8) Other Factors

Format for Providing Information on the Other Factors	Page #
Community population is 15,000 or less.	1
The applicant is, or will assist, a federally recognized Indian Tribe or United States Territory.	3
The priority site(s) is impacted by mine-scarred land.	2
The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	2
The priority site(s) is in a federally designated flood plain.	N/A
The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy.	N/A
The reuse of the priority site(s) will incorporate energy efficiency measures.	N/A
The proposed project will improve local resilience to the impacts of extreme weather events and natural disasters.	3
At least 30% of the overall project budget will be spent on eligible reuse/area-wide planning activities, as described in Section 3.A.(2), for priority site(s) within the target area(s).	9
The target area(s) is impacted by a coal-fired power plant that has recently closed (2015 or later) or is closing.	N/A

9. Letter from the State or Tribal Environmental Authority:

A letter of acknowledgement from the Washington State Department of Ecology is attached.

10. Releasing Copies of Applications:

The Port acknowledges that in concert with EPA’s commitment to conducting business in an open and transparent manner, copies of this application may be made publicly available on EPA’s Office of Brownfields and Land Revitalization website or other public website for a period of time after the selected applicants are announced.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47600, Olympia, WA 98504-7600 • 360-407-6000

January 9, 2026

Jessica Garza
Economic Development Director
Port of Pend Oreille
1981 Black Road
Usk, WA 99180

RE: Ecology Support for the Port of Pend Oreille's Application for an FY26 Assessment Grant

Dear Jessica Garza:

The Washington Department of Ecology (Ecology) acknowledges that the Port of Pend Oreille (Port) will submit an application to the U.S. Environmental Protection Agency (EPA) for an Assessment Grant under the Fiscal Year 2026 Brownfields Program grant cycle. If awarded, the Port intends to use the funds to conduct eligible brownfields assessment and planning activities within Pend Oreille County. These activities will complement prior and ongoing environmental investigations and support the Port's intent to integrate cultural, environmental, and public health considerations into site prioritization and reuse planning.

As a requirement of the application, the Port has informed Ecology of their plans to apply for this Assessment Grant. Ecology is very supportive of these efforts, and this letter is provided to recognize that the Port has fulfilled their notification requirement. The Ecology contact for the potentially affected sites is Nick Acklam in Ecology's Eastern Region Office. His email address is Nicholas.Acklam@ecy.wa.gov.

For questions regarding this letter or general Brownfields questions, please contact me at (509) 655-0538 or ali.furmall@ecy.wa.gov.

Sincerely,

Ali Furmall
Brownfields Lead
Toxics Cleanup Program
Washington Department of Ecology

cc: Meredith Lightbody, EPA Region 10
Sarah Frederick, EPA Region 10
Nick Acklam, Ecology

POVA EPA FY2026 Community Wide Assessment Grant Narrative Criteria

(1) PROJECT EA DESCRIPTION AND PLANS FOR REVITALIZATION

Target Area and Brownfields

1.a. Overview of Brownfield Challenges and Description of Target Area

The geographic boundary for this Community-Wide Assessment Grant is Pend Oreille County, Washington (Census Tracts 9701–9705). Within this countywide boundary, the Port will focus assessment activities on target areas with concentrations of underutilized industrial, commercial, transportation-related, and mine-impacted properties with redevelopment potential. These include communities along the Pend Oreille River corridor and rail-served industrial areas in and around Newport, Ione, Metaline, and Metaline Falls, where brownfield contamination most directly limits economic revitalization, public health protection, and reuse of scarce developable land. Located in Washington’s northeastern corner bordering Idaho and Canada, Pend Oreille County (population: 13,401 based on 2020 Census data) has experienced decades of rural industrial decline. Once a timber and mining center employing hundreds, the county’s economic base eroded through mill closures and mining layoffs, most recently in 2019. What remains is a landscape shaped by its industrial past: abandoned sawmills, defunct service stations with aging underground tanks, contaminated loading yards, and mine-impacted lands affected by heavy metals and acid drainage. With most of the county in federal ownership and the Pend Oreille River bisecting it, developable private land is scarce. The county cannot expand outward and must instead reclaim and reuse existing properties. Economic and public health conditions reflect these constraints. Pend Oreille County faces persistent public health challenges common to rural communities, including an aging population, persistent poverty, and limited access to healthcare services. Wages lag behind state averages, government employment dominates, and opportunities for private investment remain constrained by environmental uncertainty. In this rural setting, extending roads, utilities, or developing new industrial parks is financially unrealistic. Adaptive reuse of existing industrial and commercial properties is therefore the primary viable development strategy—but unknown contamination prevents redevelopment from moving forward. Properties with unresolved environmental risk are difficult to finance, ineligible for cleanup funding, and unattractive to private developers. As a result, brownfields remain idle for decades, generating no tax revenue while drawing on limited local resources for maintenance, enforcement, and public safety. The Port has identified more than twelve brownfield sites with strong redevelopment potential including former mills on rail lines, waterfront industrial parcels, and downtown commercial buildings all stalled by the same barrier: environmental uncertainty. Brownfield assessment is the turning point. It transforms unknown liabilities into defined, manageable conditions and opens the door to cleanup funding, infrastructure investment, and productive reuse that supports job creation, expands the tax base, and protects human health and the environment.

1.b. Description of the Priority Brownfield Sites

The Port has identified at least twelve initial priority sites ranging from small commercial parcels to large former industrial and mill properties. Most sites are vacant or underutilized and exhibit potential contamination associated with historic petroleum handling, industrial activity, or mining operations. Several sites are adjacent to waterways, rail corridors, or residential areas, underscoring the importance of assessment prior to reuse. Sites were selected using preliminary screening criteria including suspected environmental impacts, redevelopment potential, infrastructure access, and community and Tribal priorities. All environmental concerns are based on historic use and publicly available information and will be confirmed through EPA-funded

Phase I and Phase II Environmental Site Assessments. In Pend Oreille County, historic mining, milling, and rail operations frequently relied on locally available mine and mill waste for grading, ballast, and surface stabilization, making the presence of tailings or contaminated fill a common concern at former industrial and rail-adjacent sites.

Table 1 — Target Area and Priority Site Information

Census Tracts: 530519701, 530519702, 530519703, 530519704, 530519705

Priority Site	Address	Community	Historic / Prior Use	Suspected Environmental Concerns	Notes / Reuse Potential
Ione Airport Vacant Lot	111 Greenhouse Road	Ione	Vacant parcel associated with airport-related or support uses	Potential petroleum impacts; unknown subsurface conditions including possible historic mine/mill-related fill	Adjacent to airport facilities; assessment needed to confirm prior use and evaluate suitability for aviation-support, commercial, or light industrial reuse
Ione Airport Gas Station	2111 State Highway 31	Ione	Gas station	Petroleum; potential UST impacts	Adjacent to airport corridor; potential commercial or transportation-support reuse
Ione Airport Grocery Store / Cabin Café	2102 State Highway 31	Ione	Family restaurant; reportedly closed due to neighboring contamination	Potential petroleum or vapor intrusion concerns	Vacant commercial building with redevelopment potential
Ione Port Rail / Lions Club Train Stop	101 S Railroad Ave	Ione	Rail depot and mill support area	Petroleum, rail-related contaminants; possible historic mine/mill-related fill	Rail-adjacent site suitable for transportation, tourism, or community-oriented reuse
Ione Mill Site	NKN Mill Yard Road	Ione	Lumber mill	Industrial contaminants; potential soil and groundwater impacts; possible historic mine/mill-related fill	Large parcel with redevelopment potential
Metaline Hotel / Hoogey's Steak House	203 SR-31	Metaline	Restaurant / hospitality	Historic commercial use; potential petroleum	Prominent downtown structure with adaptive reuse potential
Metaline Falls Old Bank Building	124 E 5th Ave	Metaline Falls	Former gas station was later used for financial services	Petroleum	Historic building; redevelopment subject to assessment
Store N' More	5682 SR-211	Newport	Equipment and vehicle storage; convenience store	Petroleum; potential surface and subsurface impacts	Vacant commercial parcel
Vaagen Mill Site	NKN Highway 20	Newport	Lumber mill product storage	Industrial contaminants; possible historic mine/mill-related fill	Large industrial site with transportation access
WSDOT State Pit near	NKN Highway 20	Newport	Gravel pit and material storage	Metals; possible historic mine/mill-related fill	Adjacent to public lands; reuse subject to constraints

Priority Site	Address	Community	Historic / Prior Use	Suspected Environmental Concerns	Notes / Reuse Potential
Wolfréd County Park					
City Service Valcon LLC (Tanks)	135 W Pine Street	Newport	Fuel storage and distribution	Petroleum	Former bulk fuel facility
Pend Oreille Marine Repair	325252 US-2	Newport	Marine repair / mechanic shop	Petroleum and industrial contaminants	Waterfront-adjacent industrial parcel

Note: “NKN” indicates parcels without assigned street addresses. All suspected environmental concerns are based on historic use and will be confirmed through EPA-funded assessments.

1.c. Identifying Additional Sites

The Port will continue to identify additional brownfield sites throughout the county using a transparent, multi-factor prioritization framework that considers potential risk to human health or the environment, likelihood of contamination based on historic use, redevelopment potential aligned with local plans, access to existing infrastructure, and community and Tribal priorities. Additional sites will be identified through review of historical records, aerial imagery, tax parcels, environmental databases, and ongoing engagement with local governments and the Kalispel Tribe. The Port will maintain a GIS-based inventory to track site status, assessment results, and reuse planning. EPA-funded assessments are a critical first step toward cleanup, redevelopment, and productive reuse.

Revitalization of the Target Area

1.d. Reuse Strategy and Alignment with Revitalization Plans

As a Frontier county with limited internal staffing capacity, the Port relies on partnerships and consultant expertise to carry out technical assessment and planning activities. Redevelopment outcomes will be guided by site-specific environmental conditions, infrastructure capacity, and local market feasibility.

The project follows a phased approach:

- **Phase 1:** Site inventory, historical research, engagement, site access, and Phase I ESAs
- **Phase 2:** Phase II ESAs, preliminary hazard evaluation, and initial reuse planning
- **Phase 3:** Feasibility studies and conceptual site planning
- **Phase 4:** Analyses of Brownfields Cleanup Alternatives (ABCAs)

Reuse concepts are scaled to local market conditions and emphasize incremental, community-serving redevelopment aligned with local plans for downtown revitalization, waterfront access, transportation logistics, and job creation. Assessment results will directly support implementation of the County’s Comprehensive Plan, and the Port’s Comprehensive Plan “Comprehensive Scheme of Harbor Improvements” per RCW 53.20.010-040.

1.e. Outcomes and Benefits of Reuse Strategy

Assessment activities will reduce environmental uncertainty and position sites for cleanup funding, infrastructure investment, and redevelopment. Expected benefits include incremental job creation, reuse of underutilized infrastructure, expansion of the local tax base, and revitalization of downtown and waterfront areas. Assessment-driven reuse will also support long-term resilience by encouraging redevelopment patterns that minimize greenfield development and account for site-specific risks such as flooding or wildfire where applicable. At a minimum,

assessment will remove key barriers by making properties financeable, eligible for cleanup funding, and ready for productive reuse rather than remaining idle drains on county resources.

1.f. Resources Needed for Site Reuse

EPA-funded assessments will improve eligibility for cleanup grants, revolving loan funds, and infrastructure programs. The Port will leverage assessment results to pursue state, federal, Tribal, and private resources. EPA assessment grants require no matching funds.

1.g. Use of Existing Infrastructure

Assessment activities will evaluate how existing roads, rail access, utilities, and on-site structures can be reused or adapted to support future uses while minimizing the need for new infrastructure investment.

(2) COMMUNITY NEED AND COMMUNITY ENGAGEMENT

2.a. The Community's Need for Funding

Pend Oreille County's rural isolation, limited tax base, and financing constraints limit its ability to conduct environmental assessments and pursue redevelopment without external assistance. With 13.6% of residents below the poverty line, 27% of the population age 65+, and geographic isolation restricting access to services (Zip code 99153 quantified as Federal FAR Code 4 per USDA, and entire county Frontier 1 per WA OFM), the county lacks resources for environmental assessment. Brownfields remain a significant barrier to investment and community revitalization. EPA funding will provide essential technical and financial capacity to assess sites and advance reuse planning.

2.b. Health or Welfare of Sensitive Populations

Sensitive populations in Pend Oreille County include seniors, low-income households, and Tribal members who may live near brownfield sites or rely on local waterways for daily activities. Limited access to healthcare, aging infrastructure, and geographic isolation heighten vulnerability to potential environmental risks. Many identified sites are located near residential areas, waterways, and community facilities, making assessment essential to clarify potential exposure pathways and reduce uncertainty for populations with limited ability to independently mitigate environmental risks. Assessment findings will inform protective strategies and support informed decision-making to safeguard public health.

2.c. Greater-Than-Normal Incidence of Disease and Adverse Health Conditions

Regional indicators suggest elevated chronic disease burdens relative to state averages, typical of rural communities with historic industrial activity. Site-specific exposure data are currently unavailable; assessment will address this information gap and support informed public health decision-making.

2.d. Economically Impoverished and Disproportionately Impacted Populations

Approximately 13.6% of county residents live below the federal poverty line. As described above, low-income households and Tribal members may experience disproportionate impacts from brownfields due to proximity, reliance on local waterways, and limited resources to mitigate environmental risk. Assessment and planning will support equitable, community-serving revitalization and reduce environmental uncertainty affecting these populations.

Community Engagement

2.e. Project Involvement

The Port will engage municipal government, residents, property owners, businesses, organizations, and Tribal partners through public meetings, surveys, and targeted outreach. Engagement methods will emphasize in-person participation appropriate for a rural county with limited broadband access.

2.f. Roles

Port of Pend Oreille (Grant Applicant & Project Lead)

- Serve as grant recipient and primary point of contact
- Provide overall project management, fiscal oversight, and reporting
- Lead community engagement activities and stakeholder coordination
- Coordinate with EPA Region 10 and Washington State Department of Ecology

Kalispel Tribe (Tribal Partner)

- Provide input on site prioritization, particularly sites near waterways
- Provide cultural and environmental knowledge relevant to traditional practices
- Participate in public engagement and planning activities

County Commissioners & Municipal Governments

- Support site identification and access
- Provide local planning input and infrastructure coordination
- Participate in public outreach and reuse planning

Qualified Environmental Professional (QEP) / Environmental Consultant

- Conduct Phase I and Phase II ESAs
- Prepare ABCAs and reuse planning documents
- Provide technical support for reporting and regulatory compliance

Businesses, Community Organizations, and Residents

- Participate in public meetings, surveys (online/in-person), and workshops
- Provide input on site priorities and desired reuse outcomes
- Review draft plans and provide feedback

2.g. Incorporating Community Input

Community input will help to inform site prioritization, reuse planning, and risk communication. Feedback will be documented and incorporated into project decision-making and EPA reporting.

(3) TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

3.a. Project Implementation

The Port of Pend Oreille will implement a six-task brownfields assessment and reuse planning program tailored to the needs of a rural Frontier county with limited internal staffing capacity and a dispersed geographic footprint. The project integrates environmental assessment, enhanced technical services, comparative reuse studies, area-wide planning, Tribal coordination, training, and robust community engagement to ensure that assessment activities directly support safe, feasible, and community-supported reuse. Project implementation will rely on Port staff leadership supported by qualified environmental professionals (QEPs) and specialized consultants contracted to provide environmental assessment, planning, and documentation services. Tasks are sequenced to reduce environmental uncertainty early, build local capacity, and advance priority sites toward cleanup readiness and productive reuse. The Port will manage all aspects of grant implementation, including coordination with the Kalispel Tribe, municipalities, Pend Oreille County, Washington State Department of Ecology, and EPA Region 10. A qualified brownfields consultant and/or QEP will conduct Phase I and Phase II Environmental Site Assessments (ESAs), develop Analyses of Brownfields Cleanup Alternatives (ABCAs), and support reuse and area-wide planning. The six integrated tasks are designed to ensure that assessment, engagement, and planning progress in a coordinated, measurable, and transparent manner.

Task Descriptions

Task 1 — Site Inventory, Prioritization, Training, and Early Engagement (Countywide)

Description: Conduct historical research, confirm priority sites, identify additional brownfields, and maintain a countywide GIS-based brownfields inventory. Refine site ranking using a transparent prioritization framework that incorporates environmental risk, redevelopment potential, infrastructure access, and community and Tribal input. This task also initiates staff training and early engagement.

Key Activities:

- Historical land use and regulatory record review
- GIS mapping of known and potential brownfield sites
- Community and Tribal engagement to identify additional sites
- Refinement of site prioritization criteria

- Staff participation in EPA-eligible brownfields training and conferences

Deliverables:

- Updated GIS inventory and prioritization database
- Final prioritized site list
- Community and Tribal engagement summary

Task 2 — Phase I Environmental Site Assessments

Description: Conduct Phase I ESAs on 5–8 priority sites in compliance with All Appropriate Inquiries (40 CFR Part 312) to identify Recognized Environmental Conditions (RECs) and support eligibility determinations.

Key Activities:

- Site access coordination and documentation
- Phase I ESA site visits and report preparation

- Identification of RECs and data gaps

Deliverables:

- 5–8 Phase I ESA reports
- Site access documentation
- Quarterly progress report updates

Task 3 — Phase II Environmental Site Assessments

Description: Conduct Phase II ESAs on 3–5 sites identified as highest priority based on Phase I findings to characterize contamination and potential exposure pathways.

Key Activities:

- Soil and groundwater sampling
- Laboratory analysis
- Data interpretation and risk screening
- Preliminary hazard evaluation

Deliverables:

- 3–5 Phase II ESA reports
- Sampling logs and laboratory data tables
- Preliminary hazard evaluation memorandum

Task 4 — ABCAs and Site-Specific Reuse Planning

Description: Develop Analyses of Brownfields Cleanup Alternatives (ABCAs) and conceptual reuse plans for Phase II sites to support future cleanup funding and redevelopment decision-making.

Key Activities:

- ABCA development
- Conceptual site reuse planning
- Infrastructure needs assessment
- Preliminary feasibility and cost considerations

Deliverables:

- ABCA reports
- Conceptual site plans
- Infrastructure and reuse feasibility memorandum

Task 5 — Enhanced Reuse Studies and Area-Wide Planning

Description: Conduct enhanced reuse feasibility studies and area-wide planning to evaluate how multiple brownfield sites can be redeveloped in coordination with infrastructure, economic

development goals, and community priorities to support coordinated cleanup, infrastructure investment, and equitable redevelopment.

Key Activities:

- Comparative reuse studies drawing on similar rural redevelopment models
- Market and economic feasibility analysis
- Infrastructure and utility capacity assessment

- Area-wide planning workshops and strategy development

Deliverables:

- Comprehensive reuse feasibility studies
- Area-wide revitalization plan
- Public presentation and visualization materials

Task 6 — Community Engagement, Training, Tribal Coordination, and Documentation

Description: Implement enhanced community engagement and communication to ensure transparency, equitable participation, and alignment with community and Tribal priorities. Provide training, Tribal coordination, and thorough documentation throughout the project. Task 6 activities support and document work conducted under Tasks 1–5 and do not duplicate assessment or planning deliverables.

Key Activities:

- Public workshops and stakeholder meetings
- Tribal coordination sessions with the Kalispel Tribe
- Community surveys and feedback documentation
- Staff training and conference participation

- Development of communication and documentation materials

Deliverables:

- Community engagement plan and outreach materials
- Tribal coordination summary report
- Training attendance documentation
- Final project documentation package

3.b. Anticipated Project Schedule

The project will be implemented over a 36-month grant period, with overlapping tasks to maintain momentum and ensure assessment findings directly inform planning and engagement.

Schedule by Task:

- **Months 1–6:** Task 1 – Inventory, prioritization, training, and early engagement
- **Months 4–18:** Task 2 – Phase I ESAs
- **Months 10–26:** Task 3 – Phase II ESAs
- **Months 16–30:** Task 4 – ABCAs and site-specific reuse planning
- **Months 18–34:** Task 5 – Enhanced reuse studies and area-wide planning
- **Months 1–36:** Task 6 – Engagement, Tribal coordination, communication, and reporting

Note: Task 6 supports and documents activities occurring under Tasks 1–5 and does not duplicate assessment or planning work.

Table 2 – Summary Schedule

The table below summarizes the anticipated overlap of project tasks across the 36-month grant period

Task	Months 1–6	Months 4–18	Months 10–26	Months 16–30	Months 18–34	Months 1–36
Task 1 – Inventory & Prioritization	X					
Task 2 – Phase I ESAs		X				
Task 3 – Phase II ESAs			X			
Task 4 – ABCAs & Reuse Planning				X		

Task	Months 1–6	Months 4–18	Months 10–26	Months 16–30	Months 18–34	Months 1–36
Task 5 – Reuse & Area-Wide Planning					X	
Task 6 – Engagement & Coordination	X	X	X	X	X	X

Note: Task overlap is intentional to ensure assessment findings directly inform reuse planning and engagement activities.

3.c. Task / Activity Lead

- **Port of Pend Oreille:** Project management, fiscal oversight, coordination, community engagement leadership, reporting
- **Qualified Environmental Professional (QEP):** Phase I & II ESAs, ABCAs, technical analysis, documentation
- **Planning & Engagement Consultants:** Area-wide planning, facilitation, visualization, comparative reuse studies
- **Kalispel Tribe:** Tribal coordination, cultural input, site prioritization near waterways

3.d. Outputs and Deliverables

Task	Primary Outputs
Task 1	GIS inventory, prioritized site list, engagement summary
Task 2	5–8 Phase I ESA reports, access documentation
Task 3	3–5 Phase II ESA reports, sampling data, hazard memo
Task 4	ABCAs, conceptual reuse plans, infrastructure assessment
Task 5	Reuse feasibility studies, area-wide revitalization plan
Task 6	Engagement reports, Tribal coordination summary, training documentation

3.e. Cost Estimates

The Port of Pend Oreille requests \$500,000, the maximum allowable EPA Assessment Grant award, to implement this six-task, countywide brownfields assessment and reuse planning program in a rural Frontier county with limited local capacity. Costs are strategically distributed across tasks to ensure consistent staffing, engagement, and technical progress throughout the project period. EPA assessment grants require no matching funds. The budget supports training, comparative reuse studies, area-wide planning, enhanced community engagement, enhanced QEP technical services, communication and documentation, and Tribal coordination, all of which are essential for effective implementation in a Frontier context.

Budget Category	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Total
Personnel	\$26,820.00	\$26,820.00	\$26,820.00	\$26,820.00	\$26,820.00	\$26,820.00	\$160,920.00
Fringe Benefits	\$8,700.40	\$8,700.40	\$8,700.40	\$8,700.40	\$8,700.40	\$8,700.40	\$52,202.40
Travel	\$2,729.60	\$2,729.60	\$2,729.60	\$2,729.60	\$2,729.60	\$2,729.60	\$16,377.60
Equipment	\$833.33	\$833.34	\$833.33	\$833.34	\$833.33	\$833.33	\$5,000.00
Supplies	\$833.34	\$833.33	\$833.33	\$833.33	\$833.34	\$833.33	\$5,000.00
Contractual	\$33,333.33	\$33,333.33	\$33,333.34	\$33,333.34	\$33,333.33	\$33,333.33	\$200,000.00
Community Engagement	\$6,666.66	\$6,666.67	\$6,666.67	\$6,666.67	\$6,666.67	\$6,666.66	\$40,000.00
Indirect / Administrative	\$3,416.66	\$3,416.67	\$3,416.67	\$3,416.67	\$3,416.67	\$3,416.66	\$20,500.00
TOTAL	\$83,333.32	\$83,333.34	\$83,333.34	\$83,333.35	\$83,333.34	\$83,333.31	\$500,000.00

Key cost alignments include:

- Training and conferences: Personnel, travel, contractual
- Comparative reuse studies: Contractual
- Area-wide planning: Contractual, community engagement
- Enhanced community engagement: Community Engagement category
- Enhanced QEP technical services: Contractual
- Communication and documentation: Personnel, supplies, contractual
- Tribal coordination: Personnel, travel, community engagement

Budget Narrative

- **Personnel (\$160,920)**

Personnel costs support Port staff time for project management, coordination with EPA and state agencies, site access negotiations, community engagement, reporting, and oversight of consultant work across all six tasks. Costs are evenly distributed to ensure consistent staffing throughout the project period.

- **Fringe Benefits (\$52,202.40)**

Fringe benefits are calculated using the Port's established rate and support the same staff involved in project implementation.

- **Travel (\$16,377.60)**

Travel funds support countywide site visits, field coordination with consultants, meetings with municipalities and the Kalispel Tribe, public engagement events, and required trainings.

- **Equipment (\$5,000)**

Equipment includes GPS units, sampling coordination tools, and limited software or field support equipment needed to support site inventory, mapping, and reuse planning.

- **Supplies (\$5,000)**

Supplies include general field supplies, printing of outreach materials, meeting materials, and documentation tools required for community engagement and reporting.

- **Contractual (\$200,000)**

Contractual funds support a qualified environmental professional (QEP) and planning consultants to complete: 1) Phase I ESAs (AAI-compliant), 2) Phase II ESAs and sampling, 3) ABCAs, 4) Reuse feasibility and conceptual planning, and 5) Area-wide revitalization planning in compliance with EPA Brownfields Assessment Grant guidelines. The Port allocates at least 30% of the total \$500,000 budget to eligible reuse/area-wide planning activities as described in Section 3.A.(2). Contractual planning activities alone total \$200,000 (40% of the project budget), ensuring compliance with EPA's required minimum. Contractual services are critical due to limited internal technical capacity in this rural Frontier county. These costs reflect rural mobilization, travel time, and limited consultant availability in Frontier counties.

- **Community Engagement (\$40,000)**

Community engagement funding supports workshops, public meetings, surveys, Tribal coordination sessions, facilitation services, and preparation of accessible outreach and communication materials. Enhanced engagement ensures equitable participation and alignment with local and Tribal priorities.

- **Indirect / Administrative (\$20,500)**

Indirect costs support financial management, grant administration, procurement, and compliance activities necessary to manage federal funds. The Port has adjusted administrative costs to remain reasonable and proportional to total project costs.

3.f. Plan to Measure and Evaluate Environmental Progress and Results

The Port will measure progress using EPA-approved performance measures, including:

- Number of sites inventoried and prioritized
- Number of Phase I and Phase II ESAs completed
- Acres assessed
- Number of ABCAs, reuse plans, and area-wide strategies completed
- Level and diversity of community and Tribal participation
- Number of sites positioned for cleanup funding

Performance measures will be tracked internally and reviewed quarterly to ensure alignment with EPA reporting requirements. Environmental results will be evaluated through reductions in environmental uncertainty, identification of contamination risks, improved site readiness, and advancement toward cleanup and reuse. Progress and outcomes will be documented through quarterly reports, final deliverables, and publicly accessible summaries.

(4) PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

Programmatic Capability

4.a. Organizational Capacity

The Port has demonstrated the capacity to administer federal and state grants, maintain strong financial controls, and coordinate multi-partner projects. The Port has successfully managed multi-year infrastructure and planning grants requiring federal reporting, procurement compliance, and interagency coordination, and will serve as the grant recipient with full responsibility for compliance, oversight, and project management.

4.b. Organizational Structure

The Port is governed by a three-member Board of Commissioners. Day-to-day operations and grant implementation are managed by permanent staff, with technical work performed by contracted qualified professionals.

4.c. Description of Key Staff

Port leadership will manage grant administration, supported by administrative staff and contracted QEPs and planning consultants.

4.d. Acquiring Additional Resources

Assessment results will be leveraged to pursue cleanup, infrastructure, and redevelopment funding. Strong partnerships support coordinated resource acquisition.

Past Performance and Accomplishments

4.f. Has Not Received an EPA Brownfields Grant but Has Received Other Assistance

The Port has successfully managed other federal and state grants demonstrating readiness to administer EPA Brownfields funding.

4.f.1. Purpose and Accomplishments

Prior grants supported infrastructure, planning, and economic development and required compliance with federal standards.

4.f.2. Compliance with Grant Requirements

The Port maintains strong compliance records and internal controls and is committed to full compliance with EPA Cooperative Agreement requirements.

References

U.S. Department of Agriculture, Economic Research Service. (2025, May 8). Frontier and Remote Area Codes [Data product]. <https://www.ers.usda.gov/data-products/frontier-and-remote-area-codes>
U.S. Census Bureau. (2020). Pend Oreille County, Washington: Census profile. From https://data.census.gov/profile/Pend_Oreille_County,_Washington?g=050XX00US53051

POVA EPA FY2026 Community Wide Assessment Grant Threshold Criteria

(1.a.) Applicant Eligibility

Pursuant to Section 2.B.(1) of the FY26 EPA Brownfields Notice of Funding Opportunity (NOFO), the Port of Pend Oreille qualifies as an eligible applicant as a general-purpose unit of local government. The Port is a local public authority and special district and a political subdivision of the State of Washington. As a governmental entity, the Port is not required to provide documentation of 501(c)(3) tax-exempt status or qualified community development entity status. Documentation supporting applicant eligibility is included as attachments to this application and consists of applicable county resolutions and Washington State statutes governing the Port's formation, authority, and powers. Formation documents include Pend Oreille County Resolution Nos. 78-62, 78-66, 78-74, and 78-79, along with the associated ballot approving establishment of the Port. Relevant statutory authority is provided under Washington State Revised Code (RCW) Title 53 (Port Districts), including RCW 53.04.010 through RCW 53.58.010.

(1.b.) A statement of the applicant's 501(c)(4) tax-exempt status and, if applicable, legal opinion regarding lobbying activities

The Port of Pend Oreille is an eligible applicant under Section 2.B.(1) of the FY26 EPA Brownfields NOFO as a general-purpose unit of local government organized under Washington State law. As a political subdivision of the State of Washington, the Port is not a 501(c)(4) organization or any other nonprofit entity and does not claim tax-exempt status under Section 501(c) of the Internal Revenue Code. Instead, the Port's income is exempt pursuant to Internal Revenue Code Section 115 as income derived from the exercise of essential governmental functions. Because the Port is a governmental entity and not a 501(c)(4) organization, the lobbying disclosure and restriction provisions applicable to 501(c)(4) entities do not apply. All activities proposed under this application are limited to eligible assessment and planning activities authorized under CERCLA §104(k) and will be conducted in compliance with all applicable federal and state requirements. Accordingly, the 501(c)(4) lobbying disclosure provisions do not apply to the Port of Pend Oreille or to the proposed FY26 Community-wide Brownfields Assessment Grant project.

(2) Community Involvement

The Port of Pend Oreille will ensure meaningful and sustained community involvement throughout the FY26 Community-wide Brownfields Assessment project, consistent with EPA Region 10 expectations and the needs of small, rural communities. Residents, property owners, Tribal members, local governments, and other stakeholders will have timely opportunities to provide input on site identification, prioritization, assessment activities, and reuse planning. The Port will coordinate with Pend Oreille County, local municipalities, the Kalispel Tribe, and other community partners to support outreach and information sharing. Community engagement activities will include public meetings, surveys, and outreach appropriate to a rural Frontier county. Public meetings will be held at accessible local venues, such as the Usk Community Hall, and project information will be shared through local government channels, community networks, and written materials. Engagement methods are designed to reach residents countywide and reflect the communication preferences and capacities of rural communities.

At least one community engagement activity will occur each quarter during active assessment phases, with additional outreach conducted as needed for site-specific assessments. As allowable, participant support costs may be used to reduce barriers to participation. Community input will help to inform site prioritization, selection of sites for Phase II assessments, identification of potential exposure pathways, and evaluation of reuse options. This approach ensures that assessment resources reflect local priorities, protect public health, and support community-serving redevelopment that is consistent with EPA Region 10 Brownfields program goals.

(3) Expenditure of Existing Grant Funds

The Port of Pend Oreille confirms that it does not currently hold any open EPA Brownfields Assessment or Multipurpose Grants. The Port is therefore fully eligible to apply for FY26 Brownfields funding and has the administrative capacity to initiate and manage new assessment activities immediately upon award, consistent with EPA Region 10 priorities and the objectives of the FY26 NOFO.

(4) Contractors and Named Subrecipients

The Port of Pend Oreille confirms that, as of the submission of this application, no contractor has been procured and no subrecipient has been designated for the proposed FY26 Community-wide Brownfields Assessment project. The Port will competitively procure all professional services following award in accordance with federal procurement requirements and EPA Region 10 guidance.

(4.a.) A copy of (or link to) the solicitation documents and the signed executed contract as applicable.

The requirement to provide solicitation documents or executed contracts is not applicable at this time. The Port of Pend Oreille has not yet issued solicitations, procured contractors, or designated subrecipients for the proposed FY26 Brownfields project. All procurement activities will occur following award and will comply with applicable federal and state procurement requirements.