Port of Whitman County, Washington
NARRATIVE INFORMATION SHEET

1. Applicant Identification
   Port of Whitman County
   302 N. Mill Street
   Colfax, WA 99111

2. Funding Requested
   a. Assessment Grant Type: Site-Specific
   b. Federal Funds Requested:
      i. Requested Amount: $200,000
      ii. Federal Funds Requested Waiver: Not requested
   c. Contamination: Petroleum and Hazardous Substances

3. Location: Pullman, Whitman County, Washington

4. Property Information for Site-Specific Proposals
   Property Name: College Avenue Steam Plant
   Site Address: 800 NE College Avenue, Pullman, WA 99163

5. Contacts:
   a. Project Director
      Kara Riebold, Chief Operating Officer
      Office Phone: 509-397-3791, ext. 4
      Cell Phone: 509-288-0179
      Email: kara@portwhitman.com
      Mailing Address: 302 N. Mill Street, Colfax, WA 99111
   b. Executive Director
      Joe Poire, Executive Director
      Office Phone: 509-397-3791, ext. 2
      Cell Phone: 509-879-7998
      Email: joepoire@portwhitman.com
      Mailing Address: 302 N. Mill Street, Colfax, WA 99111

6. Population
   Project location is City of Pullman, WA; population: 32,901
7. **Other Factors Checklist**

<table>
<thead>
<tr>
<th>Other Factors</th>
<th>Page #</th>
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<tbody>
<tr>
<td>The reuse of the priority site will facilitate renewable energy from wind, solar, or geothermal energy.</td>
<td>3</td>
</tr>
<tr>
<td>The reuse of the priority site will incorporate energy efficiency measures.</td>
<td>3</td>
</tr>
</tbody>
</table>

8. **Letter from the State Environmental Authority**
   A letter from the Washington Department of Ecology is attached.

9. **Releasing Copies of Applications**
   Not applicable
November 30, 2021

Terri Griffith  
EPA Region 10  
1200 Sixth Avenue, Suite 155  
Mailstop: ECL-133  
Seattle, WA 98101

Re: Ecology Support for the Port of Whitman County’s Application for a Site-specific Assessment Grant

Dear Ms. Griffith:

I understand that the Port of Whitman County (Port) will submit an application to the U.S. Environmental Protection Agency (EPA) for a Site-specific Assessment Grant under the Fiscal Year 2022 Brownfields Program grant solicitation. The Port intends to use EPA grant funds to plan for the cleanup and reuse of the Washington State University College Street Steam Plant property in Pullman, WA. These funds will support the Port’s efforts to transform the Steam Plant building into a collaborative space for WSU students, faculty, and area entrepreneurs to facilitate the commercialization of ideas and technologies resulting from research by WSU faculty.

As a requirement of the application, the Port has informed Ecology of their plans to apply for this Site-specific 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 point of contact for the Steam Plant property is Justin Rice in Ecology’s Eastern Regional Office. His email address is justin.rice@ecy.wa.gov. For questions regarding this letter or general Brownfields questions, please contact me at (509) 655-0538.

Sincerely,

[Signature]

Ali Furmall  
Small & Rural Communities Brownfields Specialist  
WA State Department of Ecology
cc: Joe Poire, Port of Whitman County
Nichole Rodgers, EPA Region 4
Richelle Perez, Ecology
Kathy Falconer, Ecology
Justin Rice, Ecology
1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

1.a. Target Area and Brownfields

1.a.i. Background and Description of Target Area

Pullman, Washington, is a city of 32,901 residents in southeastern Washington State in the Palouse region of the Pacific Northwest. Pullman was incorporated in 1888. Agriculture was Pullman’s economic engine. The development of three railroad connections, communications services, and power, as well as strong governmental support, led to the selection of Pullman for the state’s first public land-grant college, State College of Washington (now known as Washington State University or WSU), established in 1892. To this day, WSU remains the single largest employer in Pullman. The university and its more than 20,000 students account for most of the economic activity in the area.

The Target Area is Census Tract 1 in Whitman County. This Tract includes the College Hill neighborhood and a portion of the WSU campus. At the intersection of College Hill and the WSU campus in the southwestern portion of the tract is the College Avenue Steam Plant (Steam Plant). The Steam Plant is a gateway property located at the western edge of WSU’s campus and less than a 0.25-mile walk to downtown Pullman. This site-specific grant will fund environmental assessment and community engagement activities so that the Steam Plant property may be put back into productive use.

As WSU grew over time, so did its need for facilities to support campus operations. In 1927, WSU commissioned the construction of the Steam Plant, on the edge of campus. The facility provided heat, power, and light to campus buildings. Over the decades, several additions and major modifications to the Steam Plant have been completed. The most recent expansion was completed in 2003 with the addition of two natural gas boilers, which remain in operation to this day. In 2003 the Grimes Way Steam Plant, located on the opposite end of campus from the Site, was constructed and began operations in 2004. This newer plant is fueled by natural gas and diesel and serves as the primary source of campus heating needs, with the two remaining boilers in the steam plant providing additional heating and steam production capability. With the introduction of the Grimes Way Steam Plant, the coal powered Steam Plant boilers were decommissioned in 2004 and remain unused. This property and historic building, acting as a gateway between downtown Pullman and the WSU campus, is a blemish on the “gem” that is the WSU campus. The property is currently vacant, underutilized, and decaying into a blighted state while awaiting investment that often passes over rural communities such as Pullman. The remediation of the site will reduce potential exposure to vulnerable populations including child-bearing age women and households living below the poverty line. This historic structure has the potential to provide a substantial amount of usable building space available for redevelopment, which when completed will provide collaborative space to commercialize WSU research and create businesses that will create family wage jobs for people in the Target Area, Pullman and the county. This will help Pullman be known not just as the home to WSU and a college town, but a place for ideas to grow and businesses to innovate.

1.a.ii. Description of the Priority Brownfield Site

With the support of WSU, the Port of Whitman County (the Port) is underwriting the redevelopment and adaptive reuse of the Steam Plant to create an economic development center for the region and a gathering place for the community. There are known costs to realizing the adaptive reuse of the historical Steam Plant building, including removal of six boilers, abatement of hazardous building materials, structural upgrades, and environmental cleanup around the building. Before adaptive reuse efforts can proceed, the environmental conditions require further characterization and analysis.

The brownfield site is approximately 1.9-acres and contains the Steam Plant (Site). The Site is located at 800 NE College Ave, Pullman, Washington. The Site operated as a coal-fired power plant with six boilers and a substation for approximately 70-years until it ceased operations in

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2003. The Site is less than 500-feet from the South Fork Palouse River and is at the edge of Zone A11 or an area of 100-year flood.  
The Steam Plant building is located on the southeast corner of the Site and has a footprint of approximately 20,000-square-feet. The building comprises three sections: the campus heating system (boilers), the boiler control room and shop area, and the former steam plant operations area. The campus heating systems section is the newest section constructed in 2003. This section and the boiler control room and shop area will remain in use by WSU. The former steam plant operations area is proposed for reuse by the Port and when completed can provide up to 54,000 square feet of useable space.

Two aboveground storage tanks (ASTs) formerly containing diesel (i.e., bunker C fuel), and an Avista Corporation electrical substation are located north and west of the main building. The ASTs are on the Site and the Avista substation is adjacent to the Site. Other features include supply well pump houses (only one is active) and phone and internet communications buildings, located off the Property. The gravel lot that occupies the southeast portion of the Site was used for bulk coal storage during steam plant operations for over fifty years. The surrounding area is a mix of residential and commercial properties, including the WSU campus. The Site is also located across from Spring Street Park, which includes a skate park and walking path connecting Reaney Park and City Playfield.

Possible environmental concerns include residual metals and polyaromatic hydrocarbons (PAHs) related to the storage of coal on the Site, as well as polychlorinated biphenyl (PCB) and petroleum contamination in soil and possibly in groundwater on the Site. Additionally, there appears to be the presence of lead, asbestos, and other hazardous building materials within the historic building. As the project lead, the Port is focused on redeveloping the Site for economic development purposes as well as to mitigate environmental risks to the community and natural environment. The focus of the assessment work to be furnished with site-specific assessment grant funds will be on hazardous substances.

1.b. Revitalization of the Target Area
1.b.i. Reuse Strategy and Alignment with Revitalization Plans
The Port and WSU are undertaking a collaborative process to explore the adaptive reuse of the Steam Plant. The intent of the collaboration is to advance the feasibility planning on the adaptive re-use of the Steam Plant, while maintaining the ongoing operations of the campus heating systems and in doing so, address any legacy environmental concerns. WSU has stated that the Port is an ideal partner in evaluating how best to adapt Site in ways that best serve the needs of the community and university. WSU is supportive of the Port’s efforts. Remediating and redeveloping this underutilized building aligns with the Port’s core mission of economic development by creating a co-work and collaboration space to support the innovations and commercialization efforts emerging from WSU. Here ideas and research may be further refined and prepared for the marketplace with supported from the Port, who will work to retain these companies in Whitman County.

Located at the edge of campus and near downtown Pullman, the redevelopment will be a focal point in further connecting the “town to gown.” Connecting the campus and downtown Pullman is a priority for the region. On February 4th, 2020, the Pullman Chamber of Commerce, City and WSU signed a memorandum of understanding agreeing to work collaboratively to enhance the economic vitality of downtown Pullman and continue to work to make the City a desirable community for all. The A renovated Steam Plant will be a beacon helping to connect town to gown while also providing a community gathering space that is activated with business ventures and WSU alumni entrepreneurs.

The effort to redevelop the Site is in alignment with the Port’s 2021-2025 Strategic Plan. The Port is tasked with promoting economic development in Whitman County and strives to accomplish this goal through collaborative partnerships to fund economic development and services, in addition to the acquisition and leasing of properties.

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2 FEMA. National Flood Insurance Rate Map. Flood map number 5302120001C, effective on 05/19/1981.
The Port and the Southeast Washington Economic Development Association (SEWEDA) have identified the Site as a priority project that will support regional economic development. The 2020 Comprehensive Economic Development Strategy (CEDS) Update for the SEWEDA service area identifies the Site specifically as a priority task for the Port. The 2020 CEDS update also prioritizes integration of higher education with community technology transfer as well as business development in the Pullman-Moscow Corridor. The redevelopment of the Site and businesses that are formed as a result will spur economic development throughout the County. With the Site’s proximity to downtown and the City’s recognition of the WSU campus as a “gem” of the downtown area in its Downtown Master Plan the proposed reuse of the Steam Plant building will further support the plans detailed in the City’s Downtown Master Plan.

1.b.ii. Outcomes and Benefits of Reuse Strategy:
The site-specific assessment funding will support economic development efforts in Pullman and Whitman County. The economy supporting Pullman and Whitman County is dependent on the University and its attendees. The proposed adaptive reuse of the Steam Plant building would primarily support the commercialization and advancement of WSU research and intellectual property with significant spinoff benefits for the local community, including increased tax revenue from business creation that will support improved access to services and economic resiliency for a County that lacks a diverse employment base. With up to 20,000 square feet of space that will be developed to support commercialization efforts, the Port expects to support the launching of three to five businesses per year. This space would be used to support research into sustainable agriculture, biofuels, and other ideas ready for the market. Additional uses proposed for the building include office space and research labs to support collaboration and innovation between WSU and industry partners; gathering spaces for the use of WSU students and faculty, tenants of the building, and the community; and a destination restaurant featuring food and beverage products developed from WSU research in food science. These food and beverage ventures may expand to other locations in Pullman, other parts of Whitman County, or beyond. The jobs resulting from the operation of the commercialization center, brewery space, and food and beverage space is expected to directly employ between 25 full equivalent time employees. Economic analyses estimate that construction and repair of the Steam Plant will generate 68 direct jobs and $2.3 million in labor income, mostly in the construction sector but extending to landscaping, waste management, accounting and bookkeeping, and others. The Target Area and County both have poverty rates above the state average and median incomes below the state average. The direct living wage jobs and employment opportunities created by the businesses emanating from the commercialization effort will provide economic resilience to a community in need.

In accordance with the 2018 Washington State Energy Code and National Park Service Preservation Brief 3, the project will integrate energy efficiency measures, including improvements to the building envelope, upgrades to HVAC equipment, and the rehabilitation of existing windows, among other improvements. The conceptual design for the Steam Plant adaptive reuse also includes the installation of solar panels on the roof while retaining the building’s historic character. The reuse of the Steam Plant will support current and future economic development efforts resulting from WSU and industry partnerships and would act as a gateway to the campus, furthering the connection between the campus and the surrounding area while supporting the diversification of the local economy.

1.c. Strategy for Leveraging Resources

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1.c.i. Resources Needed for Site Reuse
The Port is eligible for several grants and has leveraged grant funding from multiple sources for the Steam Plant reuse to date. The Port-WSU partnership was awarded Integrated Planning Grant funding from the Washington State Department of Ecology to study the adaptive reuse of the building, craft a vision for reuse, perform structural analysis, and conduct cost estimates to rehabilitate the building. This grant also provides for a hazardous building assessment and limited soil and groundwater sampling. Additionally, the Washington State Community Economic Revitalization Board (CERB) awarded the Port a $50,000 Planning grant to fund additional market analysis and develop the business case for the revitalized Steam Plant. Site-specific assessment funds will support this work while the Port completes the Environmental Site Assessments and remedial action plan. Additional grant funding to support the cleanup and redevelopment of the site may come in the form of loans and/or grants from the CERB.

1.c.ii. Use of Existing Infrastructure
For this proposal, the Steam Plant building and supporting infrastructure will be used. The building is serviced by water, sanitary sewer, stormwater, and electricity. WSU Facilities Services provides these utilities. Petrichor Broadband, LLC, a municipal corporation that includes the Port and five other Washington state public port district, will provide broadband to the building. The target area is serviced by the City of Pullman for water, sanitary sewer, and stormwater. Avista provides electricity to the Pullman downtown area. No new infrastructure needs are anticipated for the Site or within the Target Area. If it is determined that infrastructure improvements are required, the Port would seek funding from CERB to fund the construction of those improvements.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT
2.a. Community Need
2.a.i. The Community’s Need for Funding
The Port, WSU and Pullman alone do not have the funds for assessment, cleanup and other studies needed to realize the redevelopment of the Site. Direct jobs and jobs created from the Whitman County based businesses resulting from the commercialization efforts will provide needed living wage jobs to the Target Area and Whitman County. Pullman has a median household income of $31,487, which is far below the county, state and national average. Additionally, the poverty rate in Pullman is 35.9 percent, triple that of the state average and more than double the national average. Much of the economic activity in Pullman is related to the provision of educational services and service industry positions supported by the large college student population, which tend to provide lower wages than jobs in other professions. Due to the economic impacts from COVID-19, the unemployment rate in Whitman County hit a high of 8.9 percent in April 2020, more than double the unemployment rate in April 2019 (4.0 percent). COVID-19 job losses were found to impact service-producing employment sectors, largely due to the scale-back of sports and the switch to online instruction at WSU in the early months of the pandemic, leading to a reduction of revenue for WSU and other businesses in the general community. While the cleanup and reuse of the Steam Plant is a priority for WSU, capital funds for this work have not been allocated to this end due to the sheer scope of needs across WSU’s five brick-and-mortar campuses. Under the committed leadership of the Port, and with the allocation of site-specific assessment funds and other funds the Port may access, the Site will be prioritized for cleanup and redevelopment. The primary mission of the Port operated Steam Plan would be to support the creation of new businesses that will help make Whitman County more resilient to economic shocks.

2.a.ii. Threats to Sensitive Populations
(1) Health or Welfare of Sensitive Populations: In Pullman, nearly 36 percent of the population is living below the poverty line. This population typically has lesser resources than others to
relocate to areas of lesser risk of impacts to health and well-being. The Target Area fares worse with a poverty rate of 72.6 percent. In addition to those living in poverty, half of the population within the target area are women. With a median age of 20.4 years within the target area, it is likely that women of reproductive age are living, working, or attending school in the target area. Table 2 highlights the need for public funding through the allocation of grant funds for brownfield redevelopment to support this sensitive population. Site-Specific Assessment funds will facilitate the assessment of the extent of contamination on the site and fund the preparation of a plan to remediate the contamination on the site. Redevelopment of the Site will promote public health and continued diversification of the local economy from that centered on higher-education services to one that is resilient to changing economic forces.

Table 2. Demographic data of the Target Area: Census Tract 1, Whitman County, Washington

<table>
<thead>
<tr>
<th></th>
<th>Target Area</th>
<th>Pullman</th>
<th>Whitman County</th>
<th>Washington State</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population under 18</td>
<td>2.0%</td>
<td>12.9%</td>
<td>15.1%</td>
<td>22.2%</td>
<td>22.6%</td>
</tr>
<tr>
<td>Population 65 years and over</td>
<td>1.1%</td>
<td>5.6%</td>
<td>10.2%</td>
<td>15.1%</td>
<td>15.6%</td>
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<tr>
<td>Population with less than High School Diploma</td>
<td>8.2%</td>
<td>3.0%</td>
<td>4.6%</td>
<td>8.7%</td>
<td>12.0%</td>
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<tr>
<td>Median household income (USD)</td>
<td>$13,466</td>
<td>$31,487</td>
<td>$42,745</td>
<td>$73,775</td>
<td>$62,843</td>
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<tr>
<td>Per capita income (USD)</td>
<td>$6,890</td>
<td>$20,201</td>
<td>$23,560</td>
<td>$38,915</td>
<td>$34,103</td>
</tr>
<tr>
<td>Households receiving Food Stamp/SNAP benefits</td>
<td>13.4%</td>
<td>8.2%</td>
<td>9.6%</td>
<td>11.9%</td>
<td>11.7%</td>
</tr>
<tr>
<td>Poverty rate</td>
<td>72.6%</td>
<td>35.9%</td>
<td>26.5%</td>
<td>10.8%</td>
<td>13.4%</td>
</tr>
<tr>
<td>Population with no health insurance coverage</td>
<td>4.6%</td>
<td>4.5%</td>
<td>4.0%</td>
<td>6.3%</td>
<td>8.8%</td>
</tr>
</tbody>
</table>

Shaded values exceed state levels, bolded values exceed national levels, x=data unavailable


(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions:
Respondents to a 2018 Whitman County Needs Assessment\(^7\) survey reported rates of asthma in four to nine percent of children, and in 16 to 24 percent of adults within Whitman County (data at the city level is not available). Additionally, residents of Whitman County reported difficulty in seeking health care, with 22 percent in the random sample and 43 percent in the convenience sample reporting instances where they were unable to see a physician. Provided the barriers to seeking health care and the percent of the population living below the poverty level, there is a concern over addressing brownfield contamination that could impact those suffering with environmentally attributable diseases. Funding will be used to prepare plans for remediation activities that would lessen the burden that brownfield contamination may place on individuals with environmentally attributable chronic health conditions. Commercial enterprises that may grow from the Steam Plant may also help address public health issues.

(3) Promoting Environmental Justice:
The target area has a higher percentage of low-income residents. The population surrounding the Site consists of lower-income renters associated with WSU, as well as lower-income households that find the rental stock in the area affordable. This population typically bears the burden associated with residing near brownfield sites. The number of lower-income residents and the higher percentage of households living below the poverty line indicates a need to increase capacity to respond to hazardous substances, pollutants, contaminants or petroleum

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associated with brownfield sites that commonly cause disease or adverse health effects. Table 3 highlights selected environmental justice indicators and demographics for communities within the target area. The cleanup and redevelopment of this site will increase opportunities for economic development in Pullman and Whitman County and will support an increase in jobs over the existing conditions, while also removing a brownfield out of a heavily impacted community.

2.b. Community Engagement

2.b.i. Project Involvement and 2.b.ii. Project Roles

<table>
<thead>
<tr>
<th>Organization/entity/group</th>
<th>Point of contact (name, email &amp; phone)</th>
<th>Specific involvement in the project or assistance provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington State Ecology Brownfields Program</td>
<td>Margo Thompson; 360-480-9301; <a href="mailto:margo.thompson@ecy.wa.gov">margo.thompson@ecy.wa.gov</a></td>
<td>Technical support from the brownfield programs.</td>
</tr>
<tr>
<td>Washington State Ecology Toxics Cleanup</td>
<td>Justin Rice, PE; 509-329-3516; <a href="mailto:Justin.rice@ecy.wa.gov">Justin.rice@ecy.wa.gov</a></td>
<td>Provide advice of assessment and cleanup approaches; liaison to state regional solutions team.</td>
</tr>
<tr>
<td>WSU Innovation and Research Engagement Office</td>
<td>Brian Kraft; 509-335-3959; <a href="mailto:bkraft@wsu.edu">bkraft@wsu.edu</a></td>
<td>Strategic partner involved with WSU and community engagement.</td>
</tr>
<tr>
<td>WSU Facilities</td>
<td>Jeff Lannigan, PE; 509-335-7221; <a href="mailto:lannigan@wsu.edu">lannigan@wsu.edu</a></td>
<td>Knowledge of existing building condition and utilities serving the Site.</td>
</tr>
<tr>
<td>WSU School of Construction and Design</td>
<td>Ayad Rahmani; 509-335-7393; <a href="mailto:rahmani@wsu.edu">rahmani@wsu.edu</a></td>
<td>Student and faculty engagement.</td>
</tr>
<tr>
<td>Palouse Knowledge Corridor</td>
<td>Richard French ED, 509-438-0735, <a href="mailto:rtfrench@wsu.edu">rtfrench@wsu.edu</a></td>
<td>Strategic regional economic development partner.</td>
</tr>
<tr>
<td>City of Pullman</td>
<td>Jennifer Hackman; 541-996-2153; <a href="mailto:jennifer.hackman@pullman-wa.gov">jennifer.hackman@pullman-wa.gov</a></td>
<td>Coordination with City and community stakeholders.</td>
</tr>
<tr>
<td>Chamber of Commerce</td>
<td>Marie Dymkoski, 509-334-3565; <a href="mailto:marie@pullmanchamber.com">marie@pullmanchamber.com</a></td>
<td>Coordination with local business community and Town Gown Collaborative</td>
</tr>
</tbody>
</table>

2.b.iii. Incorporating Community Input

The Port has initiated outreach with community members and stakeholders. The purpose of this initial outreach was to understand the goals for the properties and any apparent barriers to redevelopment of the Site. As the project is in a conceptual stage, additional community input and outreach will be necessary. The Port will form an advisory committee that will meet quarterly and advise on key milestones and grant-related activities. Additionally, the Port will hold public meetings at key stages of the project to inform and receive input from the community on redevelopment activities. The public involvement plan will inform when and how the community will be engaged. The Port will report quarterly to WSU, City, Chamber of Commerce, and Palouse Knowledge Corridor. The Port will utilize its website, blog, and press releases to update the community on progress made on the project and to provide opportunities to solicit feedback and comments from the community. To accommodate COVID precautions, community members will have the opportunity to attend and participate in public meetings in-person or via Zoom.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

3.a. Description of Tasks/Activities and Outputs

<table>
<thead>
<tr>
<th>Task 1: Project Management and Reporting</th>
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<tbody>
<tr>
<td>i. Project Implementation. This task includes compliance reporting (quarterly and final reports, ACRES updates, annual DBE and Financial Reports, etc.). Reports will be prepared by the Port with assistance from the consultant. The Port will provide quarterly updates to the EPA and Ecology. The consultant will support with these updates.</td>
</tr>
</tbody>
</table>
## Task 2: Community Involvement

**i. Project Implementation:** Task includes preparation of a Public Involvement Plan (PIP) with approaches that have proven to be effective in target areas and the formation of an advisory committee to advise on key milestones and grant-related activities. Activities include one community open house (may be a virtual event considering COVID-19 social distancing guidelines), preparing informational materials, hosting a project web page, and providing opportunities for additional public involvement and input through WSU, City Council and other public meetings and community events. More details of the community involvement are described in **Section 2.b.**

- **ii. Schedule:** 1st Quarter, Year 1: prepare PIP, schedule community events. 2nd Quarter, Year 1: set up project web page and prepare informational materials. 3rd Quarter, Year 1: Host community event to highlight conceptual project plan and the assessment opportunities made available through the EPA grant funding. Each quarter until project close-out: Share information with the community on a quarterly basis via the project website, direct email, and social media as well as when as milestones/input opportunities necessitate. A second community meeting may be held after 12 months to provide an update and receive input.

- **iii. Task/Activity Lead:** Port with support from consultant. Consultant will draft the PIP and Port will finalize the plan. Port will lead meeting scheduling and facilitation with support from consultant. Consultant will draft public involvement materials and summary notes.

- **iv. Outputs:** 1 PIP, formation of advisory committee, informational materials, community meeting materials, up to two community surveys, and summary notes.

## Task 3: Environmental Site Assessments (ESAs)

**i. Project Implementation:** Under direction of the Port, Consultant will prepare eligibility determinations and complete a Phase I ESA. Phase I ESA will be performed consistent with the All Appropriate Inquiries Final Rule and latest ASTM standards. A Phase II ESA will be conducted. A Programmatic Quality Assurance Project Plan (QAPP) that will address both hazardous substance contamination, Site Specific Sampling and Analysis Plans (SAP) and Health and Safety Plans (HASP) will be prepared. The QAPP and site-specific plans will be reviewed and approved by EPA prior to conducting sampling. A Historic Preservation Act Section 106 consultation will be conducted prior to conducting sampling.

- **ii. Schedule:** QAPP and work plan will be completed within the first six months of the grant. Phase II assessment of site will be initiated upon approval of the work plan.

- **iii. Task/Activity Lead:** Consultant will prepare the technical documents and ensure compliance with Ecology and EPA staff.

- **iv. Outputs:** 1 QAPP, 1 Phase I ESA, 1 Phase II ESA with SAP and HASP.

## Task 4: Cleanup and Reuse Planning

**i. Project Implementation:** Analysis of Brownfield Cleanup Alternatives (ABCA) and Cleanup Plans will be prepared for the site. ABCA will comply with EPA guidance and include evaluation of green remediation options. A Remedial Investigation/Feasibility Study (RI/FS) will also be prepared to meet Ecology requirements. Cleanup Plan will position the site for the preferred remedial action identified in the ABCA. Port will engage with Ecology to coordinate review of Cleanup Plans.

- **ii. Schedule:** At the conclusion of the Phase II ESA, Port will develop the ABCA, RI/FS, Cleanup Plan and Reuse Plan for the site. Work will be completed within 18 months of disbursement of grant.

- **iii. Task/Activity Lead:** Consultant will prepare the technical documents and ensure compliance with Ecology and EPA staff.
iv. Outputs. 1 each of ABCA, Cleanup Plan, Reuse Plan.

3.b. Cost Estimates

<table>
<thead>
<tr>
<th>Budget Categories</th>
<th>Project Tasks ($)</th>
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<tbody>
<tr>
<td></td>
<td>Project Management &amp; Reporting</td>
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<td>Contractual</td>
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</tr>
<tr>
<td></td>
<td>Community Involvement &amp; Site Prioritization</td>
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<td>$24,600</td>
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<td></td>
<td>Environmental Site Assessments</td>
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<td>$121,000</td>
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<tr>
<td></td>
<td>Cleanup &amp; Reuse Planning</td>
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1 Administrative costs (direct and/or indirect) for the MP Grant applicant itself cannot exceed 5% of the total EPA requested funds.

Task | Cost Basis & Assumptions (Average rate of $150/hr for Consultant)
---|--------------------------------------------------
1. Project Management | Contractual Costs: $14,200
   - Review of Budget and Invoicing: $3,700 (25 hrs x $150/hr)
   - Monthly coordination meetings: $4,500 (30 hrs x $150/hr)
   - Project communications: $6,000 (40 hrs x $150/hr)
2. Community Involvement | Contractual Costs: $24,600
   - Prepare Public Involvement Plan: $3,000 (20 hrs x $150/hr)
   - Prepare Project Fact Sheets: $4,500 (30 hrs x $150/hr)
   - Project website and supporting material: $11,100 (74 hrs x $150/hr)
   - Planning and Facilitation of Community meetings: $6,000 (40 hrs x $150/hr)
3. Environmental Site Assessments (Phase I and II ESAs) | Contractual Costs: $121,000
   - Prepare Phase I ESAs: $3,900 (26 hrs x $150/hr)
   - Prepare QAPP: $11,700 (78 hrs x $150/hr)
   - Complete Field Work: $15,000 (100 hrs x $150/hr)
   - Complete Hazardous Building Material Survey: $19,500 (130 hrs x $150/hr)
   - Complete Analytical QA/QC: $3,600 (24 hrs x $150/hr)
   - Complete Reporting: $27,000 (180 hrs x $150/hr)
   - Additional Direct Costs (Lab work, modelling, drilling): $40,300
4. Cleanup and Reuse Planning | Contractual Costs: $40,200
   - Prepare ABCA report: $15,100 (100 hrs x $150/hr)
   - Prepare RI/FS report: $15,000 (100 hrs x $150/hr)
   - Prepare Cleanup Plan: $10,100 (67 hrs x $150/hr)

3.c. Measuring Environmental Results

The Port will measure results and report quarterly. Results will be measured through comparing input and output goals to those achieved during the quarter and evaluating the sufficiency of the remaining budget and time to complete the remaining tasks. Output goals include the preparation of Phase I and II ESAs for the Site, preparation of an Assessment of Brownfield Cleanup Alternatives, preparation of a RI/FS that meets Ecology requirements, preparation of a site-specific cleanup plan, and preparation of a reuse plan. Measurable outcomes will include cleanup of the Site below MTCA cleanup levels to facilitate the safe reuse of the Site. Progress and results will be reported in the ACRES database. If the project falls behind schedule or spending, the Port will work with its advisory committee, its consultant and EPA staff to identify corrective actions.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

4.a.i., 4.a.ii. and 4.a.iii Programmatic Capability, Organizational Structure and Experience & Description of Key Staff

In the last 20 years, Whitman County has become the engine of growth for the regional economy after decades of stagnation. According to a 2020 study of the economic contributions of the Port, Whitman County manufacturing growth increased 322 percent from 2001 to 2019, versus a seven percent decline for Washington State, one percent for Idaho, and 22 percent
The Port will act as the administrator of the site-specific assessment grant and will contract with a consultant to complete the work lined out on each of the tasks mentioned in Section 3. The following Port staff will manage Steam Plant-related tasks: Joe Poire, Executive Director: Mr. Poire has been the Executive Director at the Port for over 20 years and will manage community outreach and business/foundation development. Kara Riebold, Chief Operating Officer: Mrs. Riebold will serve as Project Director, working closely with Mr. Poire managing the various EPA site-specific assessment grant requirements that will be used throughout the redevelopment. Kalvin Johanson, Special Projects Administrator: Mr. Johanson will serve as project manager and administrative contact, providing oversight of the implementation of all programmatic and technical tasks and coordinating closely with project consultants. Brenda Stav, Finance Director: Mrs. Stav serves as the Port Finance Director and oversees all the Port’s grant funding and accounting. Sarah Highfield, Communications Director: Mrs. Highfield directs the communication and community engagement efforts. She will work closely with consultant to ensure the public involvement plan is being followed and community input is heard.

4.a.iii. Acquiring Additional Resources

The Port has policies and procedures in place to ensure fair and competitive procurement practices. The Port will procure services and products in accordance with EPA procurement requirements.
4.b. Past Performance and Accomplishments
4.b.ii. Has Not Received an EPA Brownfields Grant but has Received Other Federal or Non-Federal Assistance Agreements

(1) Purpose and Accomplishments:
The Port has extensive experience in obtaining grant funding from state and federal sources. Since 2010 the Port has effectively managed 16 grants totaling $7.4 million from a range of state and federal agencies that have resulted in tangible outcomes. Three examples of those awards are as follows:

- In 2016, the Port was the recipient of a $198,000 Boating Facilities Grant from the Washington State Recreation and Conservation Office (RCO), with the Port matching $77,000. The output was the design and permitting work for the replacement of docks, pilings and utility systems in the Boyer Park Marina. Design and permitting for the proposed improvements were completed in accordance with grant guidelines and the Port subsequently applied for a $1M construction grant from the RCO. The construction grant was awarded in the summer of 2021 and construction of the Boyer Park Dock Replacement project will commence in the Fall of 2022.

- The Port, as an operator of an airport listed in the Federal Aviation Administration’s (FAA) National Plan of Integrated Airport Systems, is eligible for grant funding through the Airport Improvement Program as well as funding through the Washington State Department of Transportation (WSDOT) Aviation Division. The Port has been the recipient of both Federal and State funds for maintenance and improvements at the Port of Whitman County Business and Air Center. Recently, the Port completed the design and construction of Flightline Drive, an access road for the airport, with a total allocation of $761,827 in AIP funds. All FAA grants for airport planning, airport project design and airport improvement construction have been successfully executed every year since 2006. Improvements include taxiway replacement, apron development and improvements, runway replacement, multiple Airport Layout Plan updates and asphalt rehabilitation projects with a Federal, State and Port investment of over $3M.

- In 2018, the Port was awarded $1M in grant funding and a $1M loan from CERB to fund the extension of fiber optic cable, enabling gig-speed broadband connections for more than 150 businesses and 1,386 homes in five communities within the Port’s service area and extending an additional 41 miles of fiber into rural areas. As a result, the farming towns of Rosalia, Oakesdale, Tekoa, Garfield and Palouse will have internet access comparable to those in the largest urban areas in the state. Fiber was also extended to transmitter sites in the areas of Almota, Oakesdale, Tekoa, Farmington, Grinnell, Plaza and Lamont, supporting existing wireless broadband service. The Port provided a project match of $2M, including a $1M commitment from Whitman County of .09 state sales tax pass-through funds. The project is scheduled for completion in December 2021.

(2) Compliance with Grant Requirements:
All grant-funded projects were completed in compliance with terms and conditions of the awards. All Federal construction projects complied with bidding and Davis-Bacon Wage Act requirements.

- The Port completed a grant contract with the Washington State RCO in conjunction with their Boating Facilities Grant award to design and permit improvements to the Boyer Park Marina. The project was completed within set timelines and in accordance with the terms and conditions of the contract. The Port is currently seeking bids to construct the planned improvements during the 2022-23 in-water work window for the Snake River.

- FAA contractual obligations for the FAA Improvement Program grants have always been met. The Port has an established track-record of successfully managing grants with both the FAA and WSDOT Aviation.

- The Port has been in regular communication with CERB regarding their broadband grant and loan and has met all reporting requirements.
III.B. THRESHOLD CRITERIA FOR ASSESSMENT GRANTS

1. APPLICANT ELIGIBILITY

   The Port of Whitman County is the applicant and is a special purpose municipal corporation as established in Title 53 of the Revised Code of Washington. Ports are established by a citizen vote and are governed by an elected board of commissioners. Port districts in Washington State have a broad range of powers that are focused on economic development. Port district powers resemble county and city governmental powers, including eminent domain, the power to levy taxes and special local improvement assessments, to create incidental park and recreation facilities, and to cooperate with counties and cities in order to apply general police and traffic regulations to port properties and operations. Documentation of eligibility of the organization is below.
2. COMMUNITY INVOLVEMENT
The Port has initiated outreach with community members and stakeholders. The purpose of this initial outreach was to understand the goals for the properties and any apparent barriers to redevelopment of the Site. As the project is in a conceptual stage, additional community engagement will be necessary. The Port will hold meetings at key stages of the
project to inform and receive input from the community on redevelopment activities. The public involvement plan will inform when and how the community will be engaged. The Port will report quarterly to WSU, City, Chamber of Commerce, and Palouse Knowledge Corridor. The Port will utilize its website, blog, and press releases to update the community on progress made on the project and to provide opportunities to solicit feedback and comments from the community. To accommodate COVID precautions, community members will have the opportunity to attend and participate in public meetings in-person or via Zoom.

3. NAMED CONTRACTORS AND SUBRECIPIENTS
   - CONTRACTORS: Not applicable; a contractor has not been selected.
   - SUBRECIPIENTS: Not applicable; subrecipients for this grant are not anticipated.

4. EXPENDITURE OF EXISTING GRANT FUNDS
   Not applicable; the Port of Whitman County does not have an open EPA Brownfields Assessment Grant or Multipurpose Grant.

III.C. ADDITIONAL THRESHOLD CRITERIA FOR SITE-SPECIFIC APPLICATIONS

1. BASIC SITE INFORMATION
   a. Site Name: WSU College Avenue Steam Plant
   b. Address: 800 NE College Avenue, Pullman, Washington 99163
   c. Site Owner: Washington State University

2. STATUS AND HISTORY OF CONTAMINATION
   a. The Site is contaminated by hazardous substances and petroleum
      Historical use as a steam plant has resulted in impacts to soil and groundwater at the Site.
      The structure also contains hazardous building materials.

   b. Operational history and current use of the Site
      The original Steam Plant on the Property was constructed and operational in 1927 by WSU.
      It underwent several additions and major modifications until its closure in 2003. While
      originally using coal for fuel, a new boiler room was added to the original building that
      houses newer technology, using natural gas to generate steam. The original building still
      houses two gas-fired boilers and an electrical substation.

   c. Environmental concerns at the Site
      The Site is currently impacted with hazardous materials and petroleum products. The environmental media that has been and/or is suspected to be impacted by these substances include soil, groundwater, and indoor air via vapor intrusion. Additionally, hazardous
building materials, including asbestos containing materials and lead-based paint are present within the Steam Plant building.

d. How the Site became contaminated, and nature and extent of the contamination

Coal was stored and used in bulk on the Property during its roughly 75 years of operation. Coal handling can result in soil and groundwater contamination from coal residues (e.g., heavy metals and polycyclic aromatic hydrocarbons). Coal-handling practices (e.g., dust suppression using diesel) may also result in contamination of soil and groundwater. Subsurface investigations and independent remedial actions took place during the 1990’s and early 2000’s resulting in the identification and partial remediation of petroleum and polycyclic biphenyl (PCB) contamination as well as soil impacts due to historic coal storage. Specific spill events at the Site were not recorded. The source of the PCB contamination has not been identified. Petroleum use and storage on the Site is likely the source of this contamination. Multiple building material inspections from 2008 to 2014 have identified asbestos containing materials and lead-based paint that were used for construction of the original Steam Plant Building. Based on historical investigations and available well-logs in the area, groundwater at the Site is shallow, 5-15 feet below ground surface and likely flows south-southeast given site topography and local surface water features. The soil is predominantly silt and clay overlaying native basalt. The nature and extent of impacted media at the Site is not fully understood.

3. BROWNFIELDS SITE DEFINITION

The Port affirms that the Site is:
(a) not listed or proposed for listing on the National Priorities List
(b) not subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA
(c) not subject to the jurisdiction, custody, or control of the U.S. government.

4. ENFORCEMENT OR OTHER ACTIONS

The Site is not the subject of an ongoing or anticipated environmental enforcement or other actions related to the site.

5. SITES REQUIRING A PROPERTY-SPECIFIC DETERMINATION

The Port affirms that the Site property does not need a Property-Specific Determination.

6. THRESHOLD CRITERIA RELATED TO CERCLA/PETROLEUM LIABILITY

The Port has determined based on available information that the Site is co-mingled with hazardous substances and petroleum contaminants. The predominant contaminants are hazardous substances including, but not limited to, PCBs, metals, polycyclic aromatic
hydrocarbons, and hazardous building materials such as lead and asbestos. A site-specific assessment grant would be used to address hazardous substances on the Site.

a. Property Ownership Eligibility – Hazardous Substance Sites
   i. Exceptions to CERCLA Liability
      (1) Applicant Does Not/Will Not Own the Site at Time of Application Submission
          The Port affirms that does not currently and has not historically owned or operated the facility. Further the Port affirms that:
          (a) It did not arrange for the disposal of hazardous substances at the Site or transport hazardous substances to the Site, and that it did not cause or contribute to any releases of hazardous substances at the Site.
          (b) The Port and the University are undertaking a collaborative process to explore the potential for reuse of the site. The owner will not take an active role in the environmental assessment work to be performed. The owner will be involved with the community engagement efforts.
          (c) WSU has provided the Port with an access agreement that provides right of entry to the Site for environmental investigations and building surveys.

7. WAIVER OF THE $200,000 LIMIT
   The Port is NOT requesting a waiver of the $200,000 limit.