

Port of Pend Oreille Comprehensive Plan

“Comprehensive Scheme of Harbor Improvement”

per RCW 53.20.010 - 040

1981 Black Road, Usk, WA 99180

www.povarr.com



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History and Background

The Port of Pend Oreille was established by a special county-wide election on September 19, 1978 and is governed by three elected Commissioners. The Port is one of very few Washington public ports formed without a tax levy. The purpose of the Port's formation was to operate as the Pend Oreille Valley Railroad (POVA) in order to save the 61-mile rail line built 1909-1911 between Metaline Falls and Newport that was being abandoned by the Chicago, Milwaukee, St. Paul, and Pacific Railroad and to serve the two industries located in the north end of the county at that time.

In 1998 the Port leased from BNSF the 25-mile line from Newport to Dover, Idaho. Locomotive shop facilities were expanded in 2013 and 2018 to increase and diversify the Port's operations, revenue stream and create jobs.. As a result of the prohibitive expense to comply with new federal bridge standards, the northern 38 miles of the Pend Oreille County rail line was taken out of service in 2016. The Port assisted non-profit clubs operating excursion trains for tourism until they ended in 2019. The Port has been successful in obtaining grant funds for rail projects including the two most recent grants which were for a tie replacement project in 2017-2019 and a rail replacement project for the period 2020-2021.

Current Business:

The Port's railroad business is organized in three departments with about 17 total full-time employees: shop services, rail freight, and car repairs. In addition to these departments the rail line has the ability to earn additional revenue from storing cars for various car owners.

Shop Services:

Shop services have the capabilities to rebuild locomotives from the ground up, changeover air systems, replace traction motors, install Hotstart units, blast, paint and more as required or requested.

POVA has partnered with Cummins and Western Rail in converting older locomotives to reduce diesel emissions by upgrading to Tier 3 and Tier 4 engines. POVA aims to prolong the useful life of locomotives by sustainably keeping them in operation with reduced emissions that comply with new State standards. These upgrades assist short line and regional railroads to meet clean energy requirements without the cost-prohibitive expense of purchasing new locomotives. This partnership sold a Tier 3 locomotive conversion to the Port of Alabama with the finished project shipping out in the first quarter of 2023. A Tier 4 conversion is currently underway and there is the potential for multiple conversion projects in the near future.

Due to the limited space within the existing shop, as well as limited availability for the conversion services nationwide, the partnership would like to see POVA expand their shop facilities to manage up to four conversion projects at any given time. Additionally, the shop expansion project needs to be built to accommodate the evolving hydrogen technology that is currently being researched and perfected. Estimates for a new 4-bay shop facility are estimated to be approximately 8-10 million. The Port is currently in an RFQ process which

will provide more information and understanding of the resources and funding needed to complete this new facility. The cost of this facility is not possible without a large grant through Federal and/or State funds. The Port intends to seek out funds for this project with the assistance of grant writers.

Replacing the existing wet-blast prepping booth with a dry-blast booth would speed up the preparation for painting locomotives and other equipment too. The anticipated cost to purchase a pre-made dry-blast booth, which would fit inside the current blasting building is \$600,000 to \$1.9 million depending on the reclaim system installed. The booth, once ordered, will take six to nine months to construct and arrive at the Port facilities, with an additional 2 months for assembly and testing.

Freight Service:

Freight service is used predominantly by two lumber mills in Idaho with smaller shipments from three other shippers. Freight cars are transported to the BNSF interchange yard at Sandpoint, Idaho for furtherance to their destinations. Redevelopment of the Ponderay Industries site to produce newsprint again is uncertain, although the Port, with adjacent facilities, has a vested interest in redevelopment of that site.

Car Repairs:

POVA provides car repair services which meet AAR requirements. In addition to repairs on safety appliances and standard services, POVA is capable of stenciling, performing basic pre-trip inspections on cars which have been in storage, and providing other special projects as may be requested, required, and arranged with the car owners.

Car Storage:

POVA has areas for the storage of rail cars for both long-term and short-term needs. Multiple sidings provide convenient areas for companies looking for short-term storage with cherry picking options. The unused portion of the main line north of Cusick provides an area for long-term storage for those car owners not needing cherry picking services.

Property purchased in 2021 and 2022 near RR Milepost 6.5-7.3 , Wolfred, provides an opportunity for expanded track sidings for additional storage locations and the ability to store cars with cherry-picking opportunities. The cost to build sidings is currently estimated at \$500,00 per mile, not including labor or switches.. The Port is working on the land conversion process required by the State so that areas for siding may be leveled, and sidings constructed after the required materials are obtained.

The rail line in Pend Oreille County is an extremely valuable and irreplaceable asset. However, without shippers on the northern 38 miles of line, the Port made the financially responsible decision to place the northern end of the line in an out-of-service status; the line has not been abandoned. The 16-mile track between Newport and Usk, including three bridges, is in very good condition and is capable of handling 286 load capacity freight cars.

Future Plans:

Rail Line:

To return the out of service portion of the line, which includes 20 bridges, as well as the Blueslide, Vail, and Wolf tunnels, to service would require analysis which demonstrates the financial benefit would outweigh the cost of repairs. Funding to return the northern 38 miles of line is not available and the Port believes that grant funding from the State and/or Federal Government would be required.

Track Expansion:

The Port may expand, remove, and/or relocate sidings or spur tracks to provide enhanced opportunities for potential industrial development and/or storage car locations. Appendix A shows a sample of possible locations for sidings or spur tracks along currently owned Port property.

Land Development:

The Port District may purchase, trade, sell, develop, lease, or otherwise acquire or dispose of property including but not limited to currently owned property, property secured in future transactions and utility corridors, existing and future, and right-of-way corridors as necessary to continue to support the Port, railroad, and other development that benefits the County and its citizens. The Port may also choose to provide easements, either permanent or temporary in nature,

In April 2023, the Port purchased 11.8 acres in Newport which borders the leased BNSF line and Highway 2. This property lies within the County boundaries but is in the City of Newport's Urban Growth Area (UGA). Planning must be coordinated with the City of Newport with annexation into the City a possibility. The property currently has access to City water but lacks a connection to City sewer. The Port has begun the process of talking to potential developers regarding uses for this land.

Economic Development:

Mission Statement:

The Port of Pend Oreille's economic development mission is to maximize public resources through collaborative efforts between the Port, as well as the Port's ADO operations, County, Public Utility District, Kalispel Tribe of Indians, and the City of Newport and Towns in Pend Oreille County and other governmental agencies.

Vision Statement:

The Port is committed to facilitating opportunities which will provide and improve access to employment that will preserve and expand the quality of life for Pend Oreille County citizens; to seek out businesses which will provide opportunities for long-lasting, meaningful employment at wages that support families; preserve multi-modal transportation in the County; and to provide open communication to the citizens of the County.

Business Recruitment:

In order to be able to market Pend Oreille County and recruit businesses to our County we must have properties with water, power, sewer, and broadband at the site(s) and ready for additional development.

Additional work requires that we:

- Seek funding for planning and design work for existing developable properties by utilizing local, State and/or Federal funds, while minimizing the draw down on cash reserves.
- Market our locations to businesses that engage in renewable energy as well as those that are similar to, and may provide value-added services to, existing businesses in Pend Oreille County.
- Develop a process to determine how Port dollars are allocated to business recruitment

Private investment is important as well. Joint public and private efforts to create jobs, provide infrastructure, and maintain and improve the economic vitality of Pend Oreille County and our communities is crucial to ensure successful outcomes.

Port involvement in county-wide economic development includes being designated by the Pend Oreille County Board of Commissioners and the Washington State Department of Commerce as the ADO for Pend Oreille County for leading and developing projects related to economic development.

The Port hired an Economic Development Director to meet the requirements of the Department of Commerce and to report t in person to the County Commissioners at least bi-monthly.

This individual will assist with economic development efforts not only for the Port, but for other government agencies, 501C3 organizations, and possibly enterprise as well in or to maximize opportunities throughout the County.

The Port stayed on course with its original 1978 mission of operating the railroad as charged by the taxpayers of the County and as required by the revenue bond covenants. After paying off the revenue bonds in 2021 the Port focused on economic development activities, as part of the Port's public purpose as authorized by the legislature in 1985 by RCW 53.08.245. Economic development is required and vital to the County, the Port began expanding its involvement and is currently taking steps to do more in the area of economic development.

Such investment may require additional staff, collaborative efforts, and/or expertise with other agencies and other sources of revenue. Any tax levy would require ballot approval and could provide as much as \$700,000 annually (at the maximum of \$.45 per \$1,000 per RCW 53.36.20, based on a County property valuation of \$1.6 billion). The Port does not anticipate seeking a tax levy at any time and most likely would not be situated to seek bond financing for grant matching funds or capital projects. Regardless, there are some governmental loan programs or other creative financing that the Port may consider should the opportunity arise.

Tourism:

Expansion of tourism in the County requires expanded infrastructure such as quality lodging facilities, an extensive assortment of year-round activities which can be marketed for a broad range of visitors to enjoy during all four seasons. The Port, County, PUD, Kalispel Tribe of Indians, and local communities need to partner together to identify existing attractions, create additional tourist activities and to market these together.

Pend Oreille County Representatives Workshop:

The Boards of Commissioners of the Port of Pend Oreille, Pend Oreille County, and Public Utility District No. 1 of Pend Oreille County recently rejuvenated previously held group meetings which call for collaborative efforts to drive economic development and retain business in the county. The group has also requested that a member of the Kalispel Tribe attend these meetings as well. Other entities and organizations may be asked, from time to time, to join in discussions to further opportunities for the County and its citizens.

Tri-County Economic Development District (TEDD):

The Port and TEDD were engaged in a joint opportunity in efforts to provide project management to our mutual organizations through the Economic Recovery Corps. Due to the need within the County for Broadband expansion as well as the Fellow's expertise in the field of Broadband; the Port transferred its portion of this project to the Pend Oreille County Public Utility District (PUD) The Port sees this new TEDD/PUD relationship moving forward, working together on future broadband expansion projects to the benefit of Pend Oreille County residents and businesses.

Transportation Improvement Plan:

Short line railroads handle the "first mile" and "last mile" of many freight shipments on the nation's rail network. Short lines have been established in areas where abandonments or consolidations of larger railroads occurred, they are integral to shipper operations especially those within small, often times, rural markets. Short lines maintain rail service in areas that might not otherwise have rail service. Rail service by short lines is good for the shippers, the economy, and the environment as well as safety.

POVA is customer focused, maintaining close working relationships with our shippers, providing high level customized services as needed for the benefit of both parties. As an

independent short line operation, we must continually innovate operations to minimize overhead expenses. This often means relying on older equipment and infrastructure, and small workforces that are capable of rotating between work assignments.

As an independent short line, POVA faces greater challenges compared to integrated, industrial company owned, railroads, as well as Class I or Holding Company owned short lines. Like many independently owned railroads, we are geographically constrained with limited growth opportunities. We operate with fewer employees who are required to be cross trained to do multiple jobs and we rely on on-the-job training to meet our needs. We have less access to capital for significant infrastructure investment and rely on Federal and/or State grants and loans to assist in completing many capital projects.

Railroad Infrastructure:

Signals:

Information:

Washington operations- there are currently four public crossings equipped with lights, two of these are also equipped with gates. One of these gated crossings is on tracks leased from BNSF. POVA would like to upgrade all systems so there is a standard style throughout the POVA operations in both Washington and Idaho. Parts are limited due to the age of the systems. Malfunctions frequently occur due to unstable (surges) power supply, use of salt in the state and local highway system during the winter months

Idaho operations- in the 24-miles leased from BNSF, within the State of Idaho, there are two public crossing equipped with lights, one of which is also gated. Both of these signal systems are outdated, and frequently malfunction. While POVA would like to upgrade these systems, making them compatible and standard with those on the Washington side of operations, however, it is not financially feasible to do so with the amount of freight that is currently being moved, nor with the existing agreement with BNSF.

1-3 – Year Improvement Plans:

POVA will continue to maintain existing equipment while monitoring opportunities for State and/or Federal funding for upgrading at least one to three sets per year. Budgetary figures are currently \$30,000 for materials.

4-6-Year Improvement Plans:

If funding has not been found in years 1 to 3, POVA will research and push forward for upgrading signals as budgetary circumstances allow. Budgetary figures for complete signal system upgrades are unavailable at this time.

Rail:

Information: As a Class 3 railroad, operating on Class 2 track, under yard limits rules not to exceed 20 mph, POVA needs to upgrade the existing 75–90-pound rail with 115-131-pound rail.

Washington operations, POVA owned, and BNSF leased tracks:

Many sections of rail need to be upgraded to heavier rail. Switch upgrades are needed as well, most of the existing switches are from the 1940's or older. The cost of a new switch package is approximately \$60,000 depending on the size of switch needed.

Idaho Operations, BNSF leased tracks:

The main line rail is in good condition. Switches packages are needed in certain areas. The sidings could all use upgraded rail as there is still rail from 1905 in use in these locations. All upgrades would be funded dependent and prioritized by the amount of use. The cost of a complete switch package is estimated at \$60,000 each.

Track Conditions:

Ballast:

POVA owned Washington operations including BNSF leased tracks-

Ballast condition is good; we have ballast covering most of the track. From MP 16 to MP 22.9, ballast conditions are lacking, with hundreds of cubic yards needed to ensure safety. Some of the main crossing ends have been filled in with mud and could have undercutting completed to repair these issues.

Idaho operations BNSF leased tracks. Most of the trackage is good with limited tie ends exposed. There are approximately six miles of areas that need additional ballast. There are main crossings which experience mud encroachment at the ends. Undercutting is needed to correct this issue.

1-3 - Year Plans:

Washington operations POVA tracks. From MP 16-22.9 approximately 180 yards per mile to help with surface issues. Currently ballast costs approximately \$14.00 per cubic yard delivered to Newport for a total of \$20,000. This does not include the cost to load the ballast into the ballast cars, labor, and the cost to move the ballast to MP 16 to MP 22.9 Idaho operations, clean up main crossing mud holes and spread 1,000 yards of ballast. Estimated cost of the material is \$14,000.

4- 6 Year Plans:

Washington operations, POVA tracks. MP 16 to 22.9 clean up fouled ballast conditions at main crossing and surface any areas needing attention. Cost \$5,000 per crossing.

Idaho operations, surface any areas that are of concern. Clean up fouled ballast conditions at main crossings at a cost of \$5,000 per crossing

- **Ties:**

- **Washington Operations:**

- The POVA owned side from MP 0 to MP 16 are in good condition from the tie replacement project recently completed. A few switches, we have roughly 50 to maintain, will need switch ties replaced. The cost of switch ties currently is \$100 to 300 for 9 foot to 17-foot ties. Switch ties vary in length with longer ties being more expensive.

- **Idaho Operations:**

- BNSF leased line have ties that are from the 1950's and 1960's that need replacement. All tracks are kept to current FRA standards but need improvement. Annually, POVA would like to replace 1,000 ties with an "installed price estimated at \$131 per tie for an annual total of \$131,000.

- **1-3 - Year Plans:**

- Washington operations– look at, and get count of, switch tie replacement numbers and proceed with repairs.

- Idaho operations- we will continue to replace approximately 1,000 ties per year in areas with greater need first. We will inventory switch tie replacement needs as well.

- **4- 6 Year Plans:**

- Washington operations – Plan to install around 200 ties per year going forward to keep up with aging ties left from rehabilitation years.

- Idaho operations – will continue with a replacement plan of 1,000 ties per year and look at sidings and pass tracks more closely. Start replacement of switch ties where needed.

- **Other Track Conditions:**

- **Embankments/Culverts/Miscellaneous:**

- **Washington operations, including tracks leased from BNSF:**

- POVA owned property has a large culvert population, most of which were installed in the 1960's. There are a few curves that have rock walls that we are aware of with our operations. In the past there have been some release causing rockslides in those areas.

- **Idaho operations (BNSF leased tracks):**

- The BNSF side also has the same conditions as POVA's Washington operations, Pend Oreille Lake runs alongside of the tracks for most of the way between Newport, WA. and Dover, ID. With Pend Oreille Lake's boat traffic, it has caused a loss of

embankment in multiple areas from the water traffic, wakes and water elevation fluctuations from Albeni Falls Dam (U.S. Army Corps of Engineers). The embankment losses have caused close toe-to-water line which causes sink holes in the tracks to watch for and repair on an on-going basis. Permanent repairs are needed to ensure bank stability which requires the assistance of BNSF and the U.S. Army Corps of Engineers.

1-3 - Year Plans:

Take inventory in both the Washington and Idaho operations, of culvert conditions, prioritize those that need to be replaced, lined, or rehabilitated first. Obtaining pricing on priority culverts.

4- 6 Year Plans:

Plan to replace or repair two to four culverts per year depending on funding on both lines. Plan to place riprap on Sandpoint line when and where conditions show it to be needed due to lost embankment. Install piles if necessary as well.

Locomotives:

Information: Locomotives are one of the most valuable assets for short line operations. Locomotives are also a significant investment to acquire and maintain. POVA, like many other short line operators, purchased second-hand locomotives, originally built in the 1950's and 1960's. Short line railroads usually do not have the financial capability to purchase new locomotives at a cost of over \$5 million each. The priority for short line operators is to keep existing locomotives in good repair and upgrade current locomotives to meet changing emission standards.

POVA has partnered with Cummins and Western Rail in upgrading locomotives to meet Tier 3 and Tier 4 requirements. POVA can, and does, contract with other short lines to complete these upgrades on their equipment.

POVA, as a rule, does not idle locomotives during the winter months. POVA owned locomotives are equipped with electrical plug-ins to keep the diesel from gelling and/or freezing since locomotives do not run antifreeze, allowing them to start easily and keeping emissions low.

1-3 - Year Plans:

- Research funding opportunities which allow the Port to upgrade POVA owned locomotives to Tier 4 emission standards.

Continue providing upgrade services to other railroads and/or industries.

4- 6 Year Plans:

- Continue upgrading POVA locomotives to Tier 4 standards.
- Continue providing upgrade services to other railroads and/or industries.
- Be actively involved in new technologies to expand Clean Energy opportunities in the railroad industry.

Potential funding opportunities and support include but may not be limited to:

Washington State Funding Opportunities:

1. Washington State Department of Commerce
2. Washington State Department of Labor & Industries
3. Washington Utilities and Transportation
4. Washington Department of Ecology
5. Washington State Department of Transportation (WSDOT)
6. Washington State Department of Agriculture (WSDA)
7. Washington Freight Mobility Strategic Investment Board
8. Washington Utilities and Transportation Commission
9. Washington Economic Development Association
10. Tri-County Economic Development District / NEW Regional Transportation Planning Organization
11. Washington Military Department / Office of Emergency Management
12. Washington Recreation and Conservation Office (RCO)

Idaho State Funding Opportunities:

1. Idaho Department of Commerce
2. Idaho Public Utilities Commission
3. Idaho Workforce Development Council, Dept. of Labor
4. Idaho Transportation Department / Board (State Highway Account – SHA)
5. Idaho Department of Environmental Quality
6. Idaho State Department of Agriculture (REDIFIT)
7. Idaho Department of Water Resources
8. Idaho Economic Development Association
9. Panhandle Area Council
10. Kootenai Metropolitan Planning Organization (KMPO) – IDOT Investment Program (ITIP)
11. Idaho Military Division / Office of Emergency Management
12. Idaho State Parks & Recreation

Federal Funding Opportunities

1. Federal Highway Administration (FHWA)
2. Federal Railroad Administration (FRA)
3. Federal Transit Administration (FTA)
4. Surface Transportation Board (STB)
5. USDA Rural Development (RD)
6. U.S. Small Business Administration (SBA)
7. U.S. Department of Energy (DOE)
8. U.S. Department of Transportation (DOT)
9. Environment Protection Agency (EPA)
10. USDA Rural Utilities Service (RUS)

11. U.S. Department of Homeland Security / FEMA
12. U.S. Federal Motor Carrier Safety Administration (FMCSA)
13. U.S. Department of Commerce / EDA
14. U.S. Department of Housing & Urban Development (HUD)
15. U.S. Department of Treasury / IRS (Tax Credits)
16. U.S. Department of Defense (DOD)

Foundation Funding Support

1. Innovia
2. Idaho Community Foundation
3. J.A. and Kathryn Albertson Family Foundation
4. The Micron Foundation
5. Pacific Environment
6. National Endowment for the Arts: Citizens Institute on Rural Design
7. Hydro-Flask Parks for All Program
8. American Family Insurance Dreams Foundation
9. Tomberg Family Philanthropies
10. State Farm Good Neighbor Company Grants
11. America Walks – Community Change Grants
12. The North Face Explore Fund

Capital Improvement Plans (CIP):

Currently, the Port's revenues come from railroad operations which includes freight haul, shop projects, car repairs and car storage.

The Port's CIP is a working document for sustaining and improving the Port, as well as, County and other governmental infrastructure . The CIP is the epicenter of the Port's future development plans. The Port's CIP is divided into three sections: Shop facilities, Railroad Operations, and Property Development.

In order to complete the plans for shop growth, property development and other possible projects that may occur, the Port will seek out federal, state and/or local funding opportunities that arise throughout the years and used whenever possible for specific projects.

Shop Facilities:

1-3-year plans:

The Port is currently researching possibilities to expand the work with Cummins for the Tier 3 and Tier 4 locomotive upgrades. This expansion would require either building on to existing Port facilities or constructing a separate locomotive shop to which would primarily focus on upgrades.

Renderings, options, and opportunities are currently being discussed between staff and the Board of Commissioners. Funding for planning and design work will be sought out for the shop expansion. Additionally, the Port will be working with a grant writer to secure funding that would provide significant funding for the construction of this facility.

4-6-year plans:

As future technological advances are made the Port intends to actively participate in hydrogen, or other new technology, which modernizes locomotives and/or other railroad equipment, in meeting or exceeding Clean Energy requirements.

All shop expansion projects will require additional employees. Due to the specialized nature of these advancements, the Port plans to collaborate with local high schools, Community Colleges, Kalispel Tribe of Indian’s Career and Technical Center (KCTC), and Tech schools to provide apprenticeship opportunities.

Railroad Operations:

The rail line, by the nature of the operations, is constantly needing materials and maintenance to provide a safe environment for employees, citizens, and the movement of materials across the line.

1-3-Year Plans:

- Maintain the infrastructural integrity of the tracks and adjoining land as required by State and/or Federal regulations.
- Seek out State and/or Federal funding to increase purchasing capacity of materials such as ties, bridge timbers, rail, and other track materials essential for track maintenance.

4-6-Year Plans:

- Continued maintenance of railroad infrastructure where freight operations currently run.
- Maintain diligence in applying for appropriate grants to assist with purchasing power.
- Work with BNSF and government agencies on capital improvements to structures and embankments.

Property Development:

The Port has purchased three parcels of land over the last two years. These properties provide opportunities for future development which may include, but not be limited to, rail sidings for storage cars, a Foreign Trade Zone location with the option of shipping inbound and/or outbound products by rail, hotel development and/or commercial property development.

location for a warehouse which would facilitate the products as well as the

- **Property 1 and 2 (See Attachment B):**

- **This property provides an opportunity for:**

- a Foreign Trade Zone (FTZ) complete with rail sidings that would allow for the shipment of inbound and/or outbound products. There is sufficient room at this sidings for inbound and outbound products. Or,
 - Rail sidings to accommodate the storage of rail cars for companies that need either short-term or long-term options.

- **Property 3 (See Attachment C):**

- **This property has potential to be used for:**

- The development of a Hotel with additional room for RV parking; or,
 - As a location for developing a sports facility for local and regional events; or,
 - An events center; or,
 - Daycare facility location; or,
 - Used as a small commercial park which could include a rail siding for inbound or outbound products.
 - Leased light manufacturing facilities.

1-3-year plans:

The Port intends to work with Pend Oreille County and the City of Newport to define the best use for this property and to seek funding for planning and design work once the best use has been identified.

4-6-Year Plans:

The Port will continue to work with multiple agencies to allow growth which fits into Pend Oreille County goals and objectives that are in alignment with lifestyles and agriculturally based industries and resources of the surrounding lands.

Clean Energy:

The Port intends to work toward meeting State and Federal requirements for Clean Energy by being part of innovative technology for railroad equipment to reduce the carbon footprint of small railroads nationwide. To include state-of-the art technology for property development which would improve energy efficiency for any buildings constructed, And, to recruit businesses who are like-minded and potentially have the opportunity to work collaboratively to reduce waste and use each other's surplus materials .

According to the Association of American Railroads (AAR), railroads are four times more fuel efficient than trucks with one ton of freight on a train moving an average of 470 miles on one gallon of diesel fuel, which translates into a 75 percent decreases in greenhouse gas emissions.

Shifting freight transportation from trucking to freight railroads will have significant benefits in terms of emissions reductions, both directly (with fewer trucks on the road) and indirectly (less congestion and idling for other road users).

POVA has taken steps to shrink our environmental footprint by collaborating with our shippers to operate three days per week. Additionally, POVA has the capabilities to modify, retrofit, locomotives to reduce emissions by installing ATR Railway Solutions “SmartStart” units or Kim Hotstart’s “Hotstart” units; both of these units are designed to shut down idling engines, reducing fuel burned hourly while idling from 15 -20 gallons to one or two gallons.

POVA has partnered with Cummins Diesel and Western Rail in upgrading locomotives to meet Tier 3 and Tier 4 requirements and can contract with other short lines to complete these upgrades on their equipment. It is essential to ensure that short line railroads, across the nation, have access to resources, current and future developments, which not only help them to survive but to allow them to be an active partner in reducing emissions of the larger transportation sector as a whole.

In addition to upgrading locomotives to meet clean energy requirements, the Port is dedicated to carbon reduction. The Port will seek out opportunities that will meet carbon emissions requirements as well as potential manufacturing facilities that build new products to locate within Pend Oreille County providing career prospects for our citizens.


Adopted this 10th day of December, 2024 by a vote of 3 in favor, 0 opposed.



Ryan Kiss, Chair
District 3 Commissioner



Keith Peterson, Vice Chair
District 2 Commissioner



Kimberly Gentle, Secretary
District 1 Commissioner

ATTACHMENT A

Potential Siding and/or Spur locations. Railroad Mile Post locations are approximate.
Attachment A is a total of ten (10) pages, cover sheet and nine (9) pages of maps.

Attachment A page 1

Maps:

Railroad Mile Posts:

5.1 -6.2

6.4 -7.3

14.2 -15.0

16.1 -16.3

17.5 - 18.3

19.1 -20.0

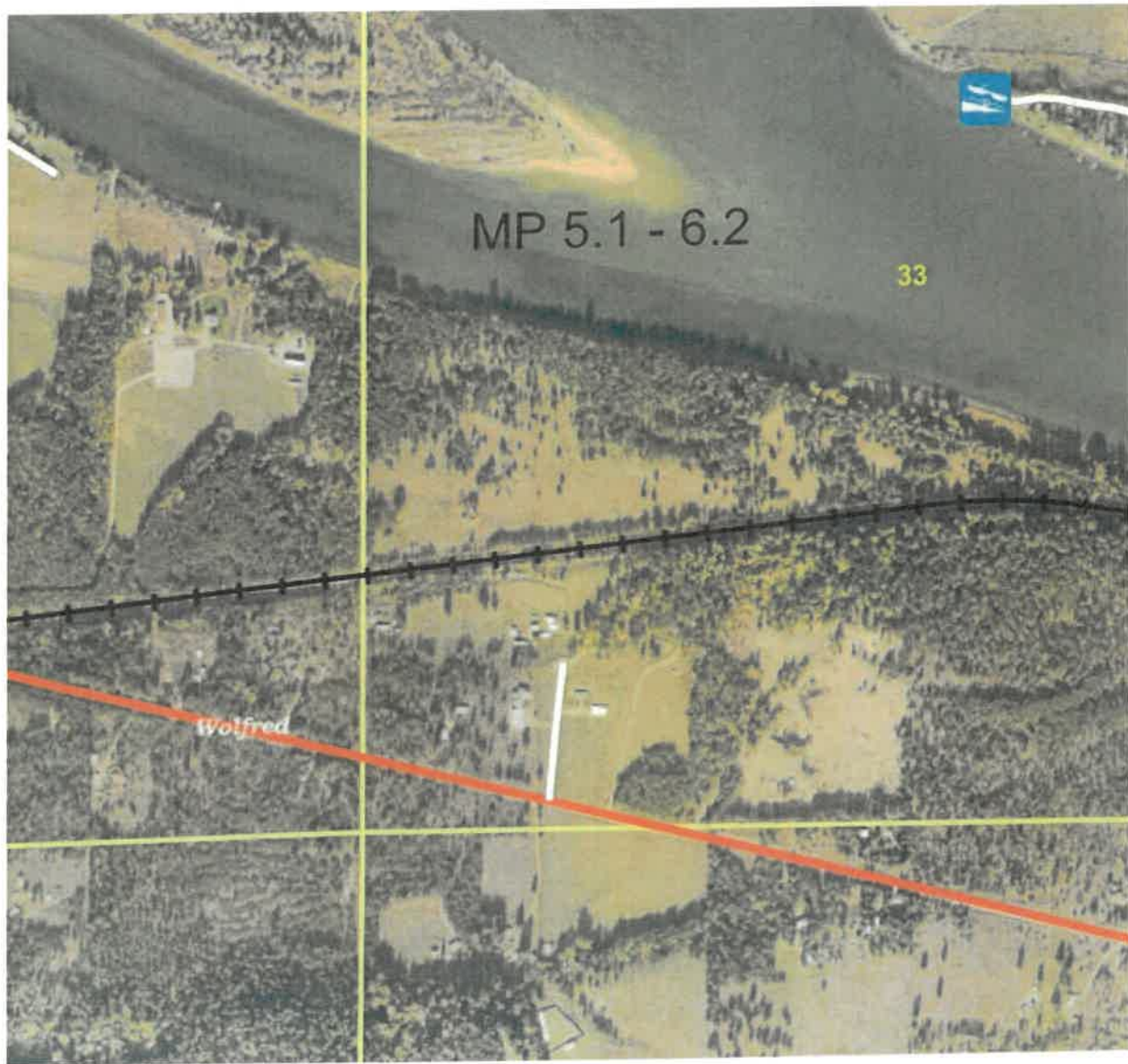
35.5 – 36.5 – Currently in out of service status

45.0 - 47.0 - Currently in out of service status

48.25 – 49.25 - Currently in out of service status

Attachment A page 2

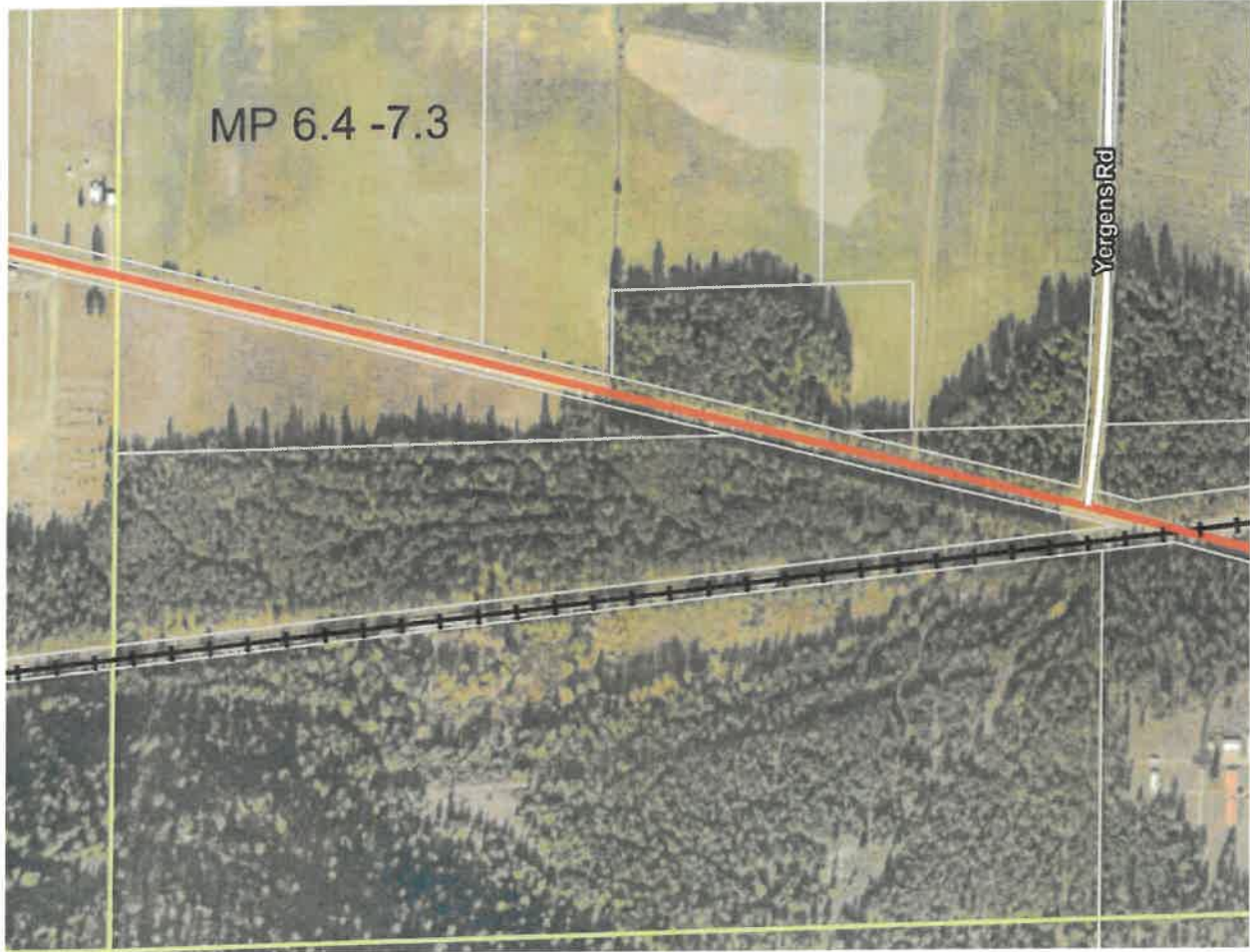
Railroad MP 5.1 – 6.2



This location is from State Highway 20 at Wolfred extending to the south toward Herb's Drive.

Attachment A page 3

Railroad MP 6.4 -7.3



This location is from State Highway 20 at Wolfred, extending to the West toward Hillside Lane.

Attachment A page 4

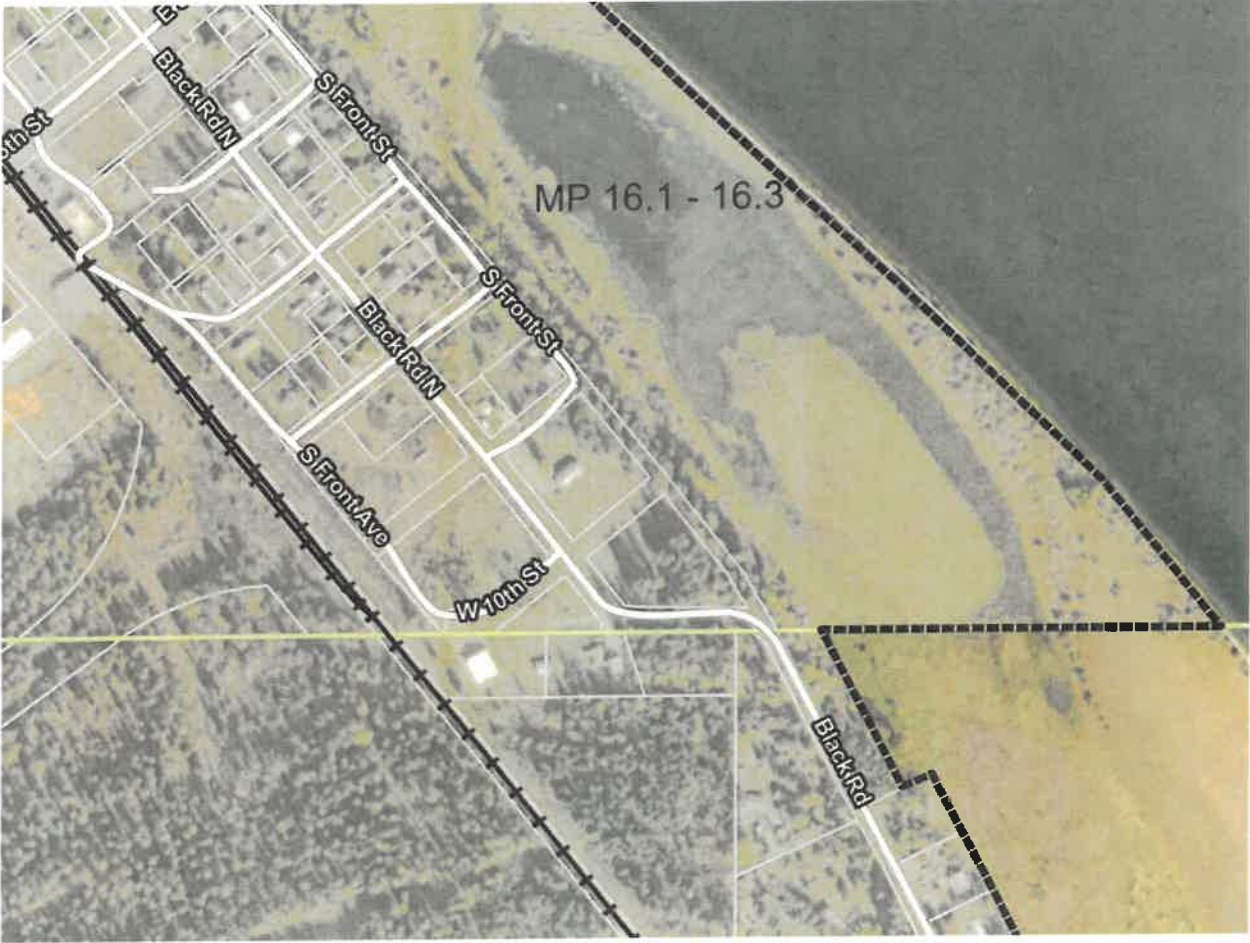
Railroad MP 14.2 – 15.0



This location is from State Highway 20 and Black Road extending to the North toward Usk.

Attachment A page 5

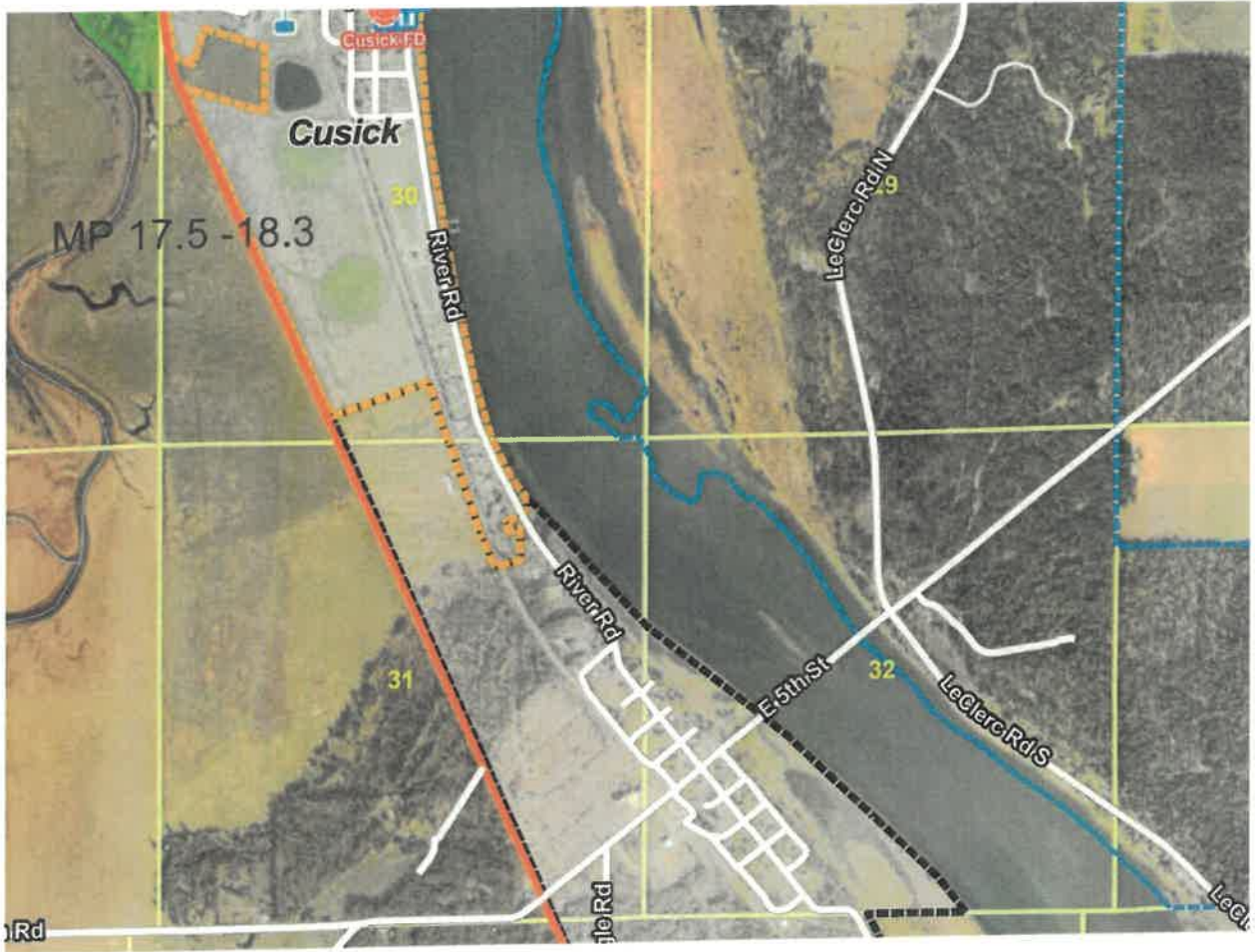
Railroad MP 16.1 -16.3



This location is just north of the Pend Oreille Valley Railroad shop heading northwest toward the Vaagen Brothers mill site.

Attachment A page 6

Railroad MP 17.5 – 18.3



This location is northwest of the Kings Lake Road crossing in Usk, extending north toward Cusick.

Attachment A page 7

Railroad MP 19.1 – 20.0



This location is north of Cusick extending to Cordes Road and Kapps Lane.

Attachment A page 8

Railroad MP 35.5 – 36.5



This location is south of Blueslide, near Ruby Creek Road, extending to the State Gravel Pit beside Highway 20.

Attachment A page 9

Railroad MP 45.0 -47.0



This location is from Dury Road north to Tiger along Highway 20.

Attachment A page 10

Railroad MP 48.25 -49.25

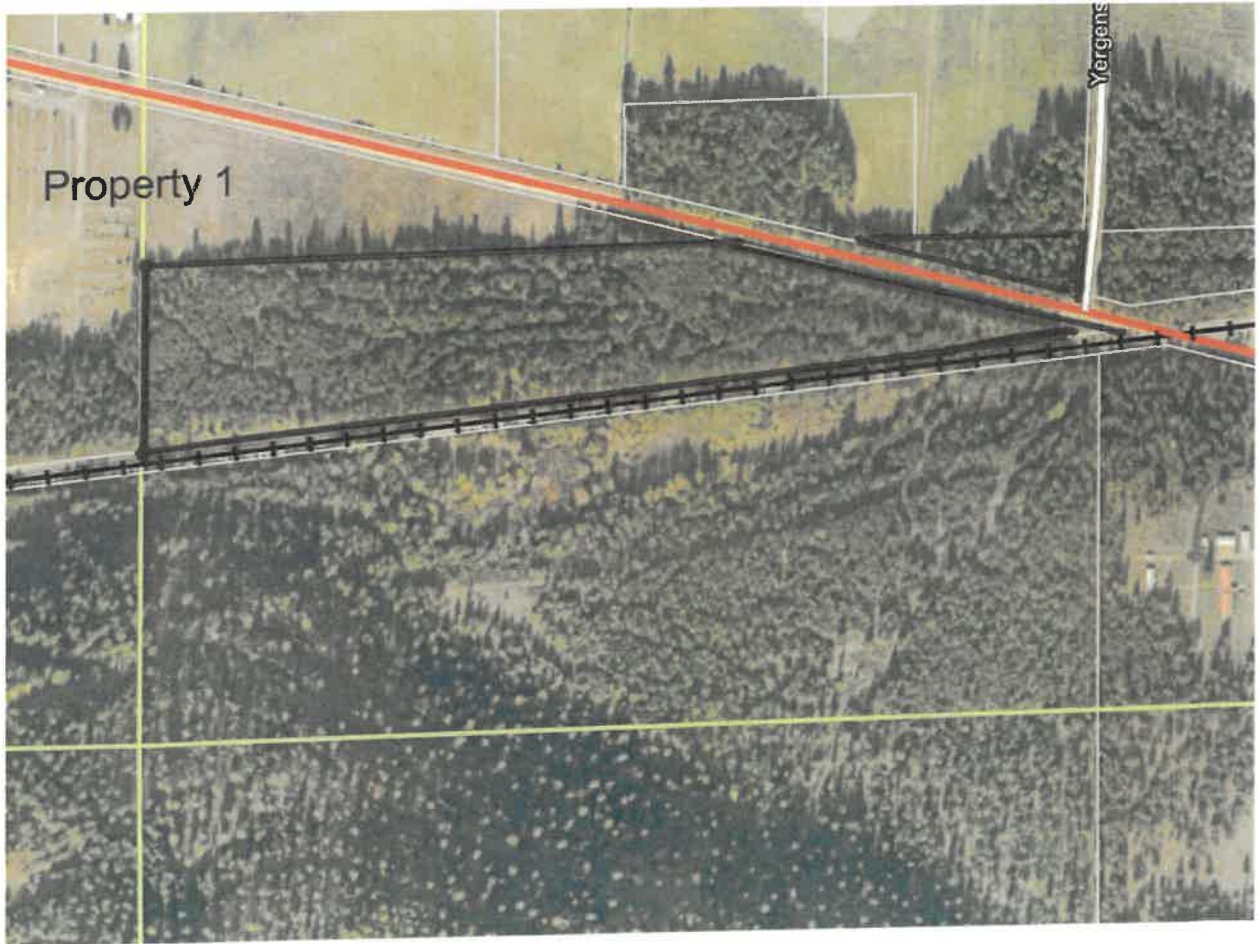


This location is from Dennis Road north to Greenhouse Road along Highway 20.

Appendix B:
Appendix B is 3 pages
Appendix B – Page 1

Property 1

Property has no known address. It is located between milepost -430 and 431 on Highway 20, between McCloud Creek Road and Yergens Road.

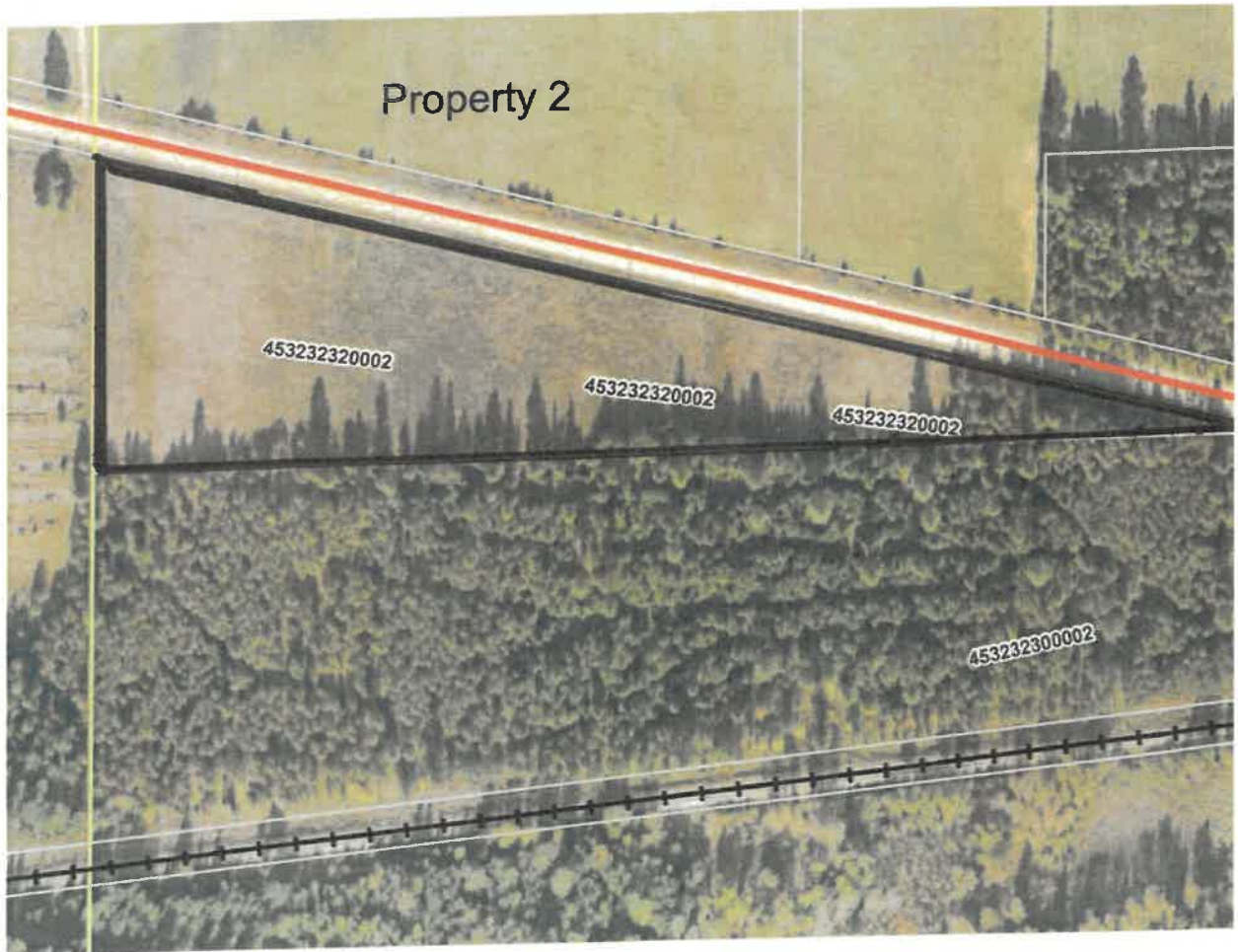


Property 1 was purchased in 2021 and is approximately 21.77 acres. Approximately 1 acre of this total is on the opposite side of Highway 20.

Appendix B:
Appendix B Page 2

Property 2

Property has no known address. It is located between milepost -430 and 431 on Highway 20, between McCloud Creek Road and Yergens Road.



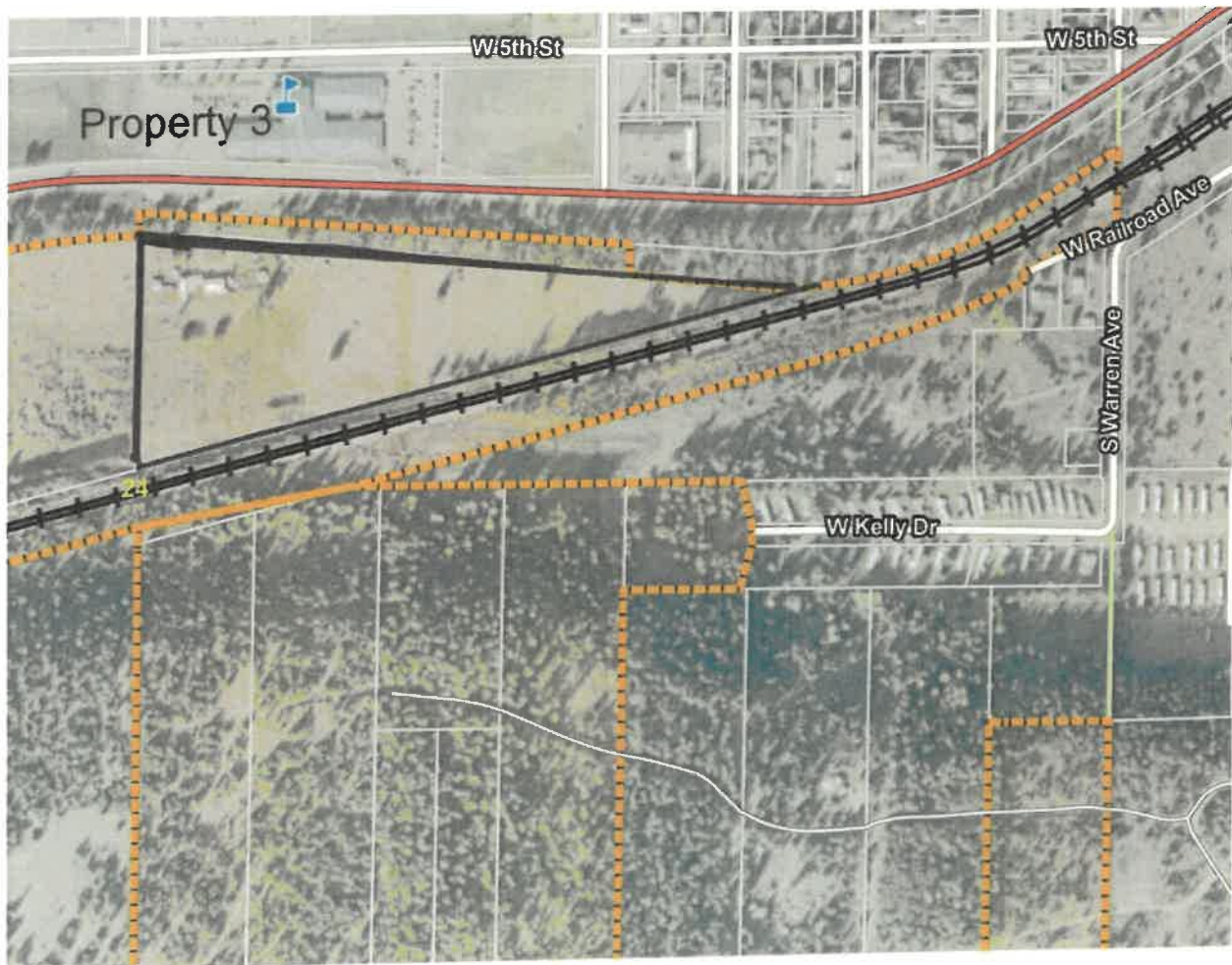
Property 2 was purchased in 2022 and is approximately 7 acres.

Appendix C:

Appendix C is 1 page

Property 3

Property Address is 333432 Highway 2, Newport, WA. 99156



Property was purchased in 2023 and is approximately 11.84 acres.