

ECONOMIC REVITALIZATION

CERB

CERB Administered Programs



Community Economic Revitalization Board

Background

In 1982 Legislature created CERB and established the mission:

"Foster economic development through stimulation of private investment and job opportunities for the general welfare of state inhabitants…" RCW 43.160

- *Finance public infrastructure projects*
- *Respond to immediate business needs*
- *Create permanent high wage jobs*
- *Leverage significant private business investment*
- *Generate new state and local taxes*
- *Connect underserved rural communities with broadband access*

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CERB is designed to finance:

Public infrastructure construction to support private business development

Public broadband infrastructure to provide

high-speed, open-access service for rural underserved communities.

Economic development, predevelopment, site readiness, and broadband planning



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Eligible Jurisdictions

- Cities & Towns
- Counties
- Federally Recognized Indian Tribes
- Municipal & Quasi Municipal Corps
- Port Districts
- Special Purpose Districts (e.g. PDAs, PUDs)



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Core Programs

Grants

Planning

- Economic Development
- Site Readiness
- Predevelopment
- Broadband

Loans/Limited Grants

Committed Private Partner

Private business needs public infrastructure to:

- Site, expand, be retained
- Create and retain jobs
- Complete private capital project

Prospective Development

Planning has been completed and project is deemed feasible

Project is in a rural county/community

Public infrastructure is needed to:

- Recruit private industry to the community
- Job creation
- Private Investment

Rural Broadband

Planning has been completed and project is deemed feasible

Project is in a rural county/community

Project is in unserved or underserved area

Project has a committed ISP



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Planning Program

$250,000 grant maximum

- Tier 1: $50,000 grant per project, for planning activities that **will not** lead to CERB construction project.
- Tier 2: $75,000 grant per project for planning activities that **could** lead to CERB construction project. (Can be used for broadband planning)
- Tier 3: $100,000 grant per project for site readiness activities that could lead to CERB construction project.
- Tier 4: $250,000 grant per project for predevelopment activities that could lead to CERB construction project.

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Planning Grants Eligible Activities

- Economic Feasibility
- Environmental Impacts
- Capital Facilities
- Land Use
- Permitting
- Marketing
- Project Engineering & Design
- Site Planning
- Site Readiness Activities*
- Broadband*

**Different set of minimum requirements to complete, then the economic development minimum requirements*



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Achieving Site Readiness: *Site alignment for best possible end use and investment.*

Site Attribute Analysis: *Determine the type of development that the site can support.*
Infrastructure Assessment: *Document infrastructure that is available and the infrastructure gaps.*
Solutions to Overcome Challenges: *Address any issues and identify solutions that would make the development possible.*

When completed the client will have a document to share with site selectors and/or developers, for decisions to made regarding future development.



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Pre-Development: The initial preparation of a capital project that happens after finding a site but before any physical construction begins. Key activities could include market research. Architectural design and permitting.

Eligible activities could include:

- Design engineering
- Bid-document preparation
- Environmental studies
- Value planning
- Permitting
- Cultural and historic resources surveys
- SEPA
- Geo-technical engineering

This could potentially help a community who has completed planning, but isn't ready to apply for construction funding, take the next step to recruit industry to their community.



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Construction Programs

<table>
<tr><th>Committed Private Partner
Business in hand</th><th>Prospective Development
Build it and they will come</th><th>Rural Broadband</th></tr>
<tr><td>$5 million per project maximum</td><td>$3 million per project maximum</td><td>$3 million per project maximum</td></tr>
<tr><td colspan="3">Grant: Up to 25% of total award, determined by the underwriting process and the Debt Service Coverage Ratio.</td></tr>
<tr><td rowspan="2">Private business partner committed to:
• Significant job creation
• Significant private capital investment
Hourly wages of created jobs must exceed county median wage</td><td colspan="2">Rural counties/communities ONLY
Demonstrate feasibility with supporting study</td></tr>
<tr><td>Must show likelihood of significant jobs and/or significant private investment</td><td>Is in unserved or underserved area
Has a committed ISP</td></tr>
</table>



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Construction Eligible Public Facility Projects

Activities	Systems: Improvement of:
• Acquisition • Construction • Reconstruction • Rehabilitation • Repair • Replacement • Planning for all activities & systems	• Building or Structures • Broadband/Telecommunications • Bridges • Domestic & Industrial Water • Earth Stabilization • Electricity • Natural Gas • Port Facilities • Railroad • Roads • Sanitary Sewer • Storm Water • Transportation



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Funding Limits

- Construction – Up to $5,000,000 per project
  - Grant eligible only to the extent a loan is not financially possible
  - Construction Grant: *Up to 25% of total award, determined by the underwriting process and the Debt Service Coverage Ratio.*
  - Applicant can request up to a 3-year deferral for the first payment.
  - Cash Match 20% for Committed Private Partner/Rural Broadband
  - Cash Match 50% for Prospective Development
  - 1%-3% interest rate
  - Not to exceed a 20-year loan term

- Planning Grant– Up to $250,000 per project
  - $50,000 grant per project, for planning activities that **will not** lead to CERB construction project.
  - $75,000 grant per project for planning activities.
  - $100,000 grant per project for achieving site readiness
  - $250,000 grant per project for predevelopment activities.
  - Cash Match 20%

COULD *lead to a CERB Construction Project.*



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Median Wage Requirement

Median wage of the jobs created, must by higher than the current median wage, within 5 years of the public project being completed.

Adams	$24.84	Grays Harbor*	$28.90	Pierce	$34.19
Asotin	$28.60	Island	$31.45	San Juan	$35.09
Benton	$36.52	Jefferson	$33.29	Skagit	$32.65
Chelan	$27.19	King	$45.56	Skamania	$27.63
Clallam*	$30.62	Kitsap	$32.94	Snohomish	$35.44
Clark	$34.45	Kittitas	$29.58	Spokane	$30.22
Columbia	$27.12	Klickitat	$29.82	Stevens*	$26.48
Cowlitz	$31.77	Lewis*	$30.88	Thurston	$34.49
Douglas	$27.44	Lincoln*	$24.35	Wahkiakum*	$29.94
Ferry*	$26.89	Mason*	$29.35	Walla Walla	$26.08
Franklin*	$25.15	Okanogan*	$22.84	Whatcom	$31.27
Garfield	$29.05	Pacific*	$27.56	Whitman	$30.34
Grant*	$26.15	Pend Oreille*	$31.14	Yakima*	$23.47

Source: Washington Employment Security Department, Labor Market & Economic Analysis Branch, Vancouver Office. (2024)
*Identifies Distressed Counties (2025)
Blue Counties are Rural Counties (2026)
Updated 7-2026



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Public Project



Private Project







Committed Private Partner/Prospective Development



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NOT Eligible

CERB may NOT finance projects which:

- Result in retail development
- Facilitate gambling
- Displace jobs from one part of the state to another
- Are outside the applicant's jurisdiction
- Are for the deployment of publicly-owned telecommunication network infrastructure ("backbone") **solely for the sake of creating competitive, publicly-owned telecommunication network infrastructure**.

CERB does not contract with private business, only the local government applying for funds.



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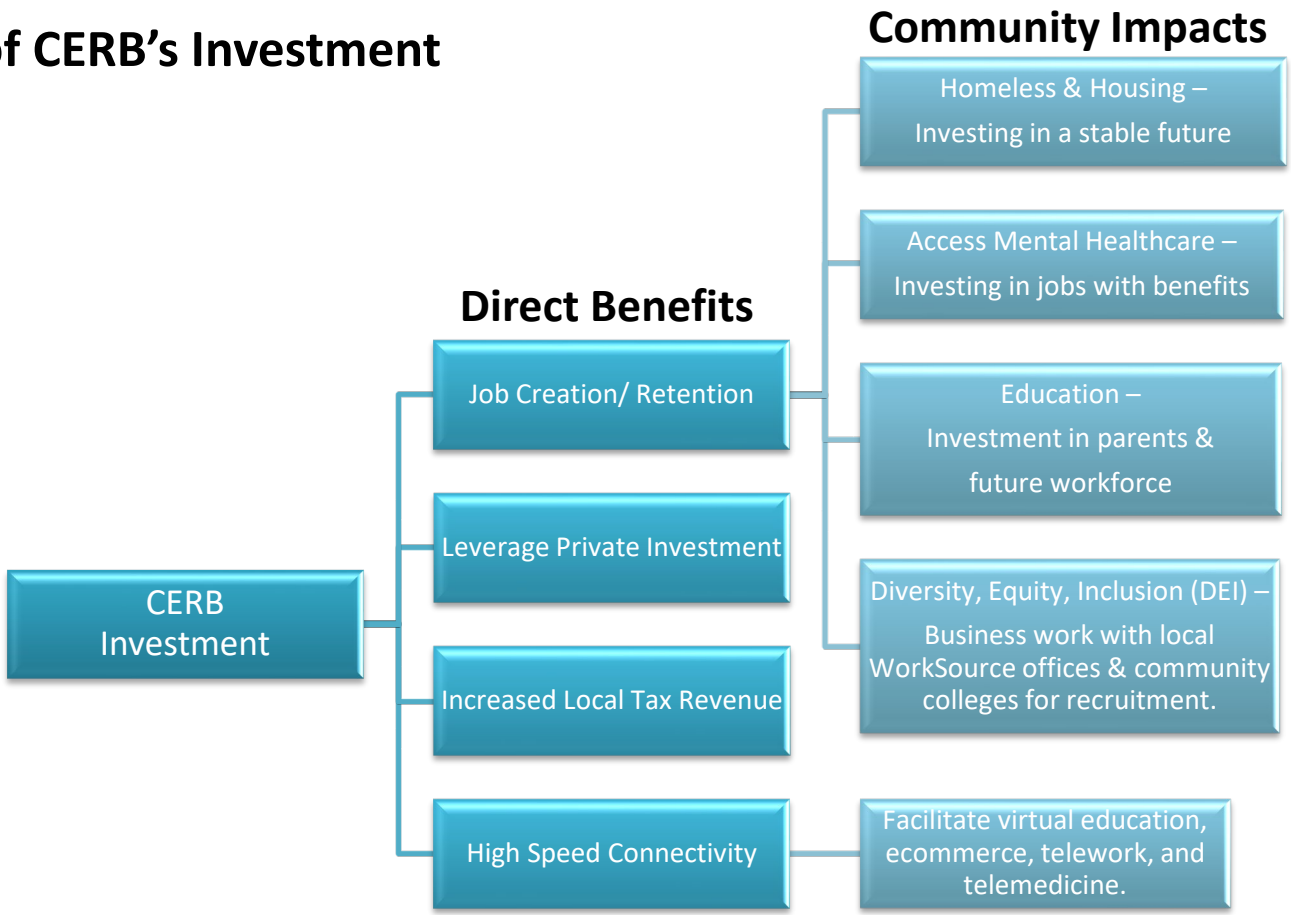
Benefit of CERB's Investment





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How CERB works

Technical Assistance (TA)

- Staff provides technical assistance to communities for project development.

Applications

- Applications are due 8 weeks prior to a meeting.
- Staff works with the client to vet the application and project.

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- The Board meets to review applications every two months.
- The applicant presents the proposal to the Board.
- The applicant will know at the meeting if their project is approved.

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How CERB works

Pre-Contract Conditions

- Planning – 4 months
- Construction – 6 Months

Project Timelines

- Planning – 2 Years (average 7 months)
- Construction – 4 years (average 14 months)

Project Tracking

- Check in on projects on the even years for 5 years AFTER project completion.

*CERB Tracks **ALL** Projects for 5 years **AFTER** Completion*

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How CERB is different:

- CERB funds infrastructure projects for economic development not health and safety.
- Non-Competitive Process – Right Project, Right Time Model
  - CERB staff helps with project development prior to applying for funding.
  - Community cannot apply without meeting with CERB staff.
- All projects, extensions, and/or contract changes are approved by the Board.
- Project must be shovel ready:
  - Can complete pre-contract conditions within 6 months of award.
  - Can start construction “activities” within 6 months of contract execution.
- Funding is reimbursement only. Once the cost/activity is incurred, submit an invoice for payment.
- CERB tracks projects for 5 years after the public project is completed. Reports actuals to the Legislature in a biennial report.



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Core CERB + Ancillary Programs/Funding

CERB Administered Ancillary Programs
†1999 Telecom Pilot Program
*1999 Rural Economic Vitality (REV) Program
*1999 Qwest Telecom Program
*2006 Job Development Fund (JDF)
‡2006 Local Infrastructure Financing Tool (LIFT)
*2009 Export Assistance Program
*2013 Competitive Grant Program
†2013 Municipal Revitalization Loan Program
*2018-21 Rural Broadband Program
*2025 Rural Ports Program

**ancillary programs*
†CERB funds were used for these programs.
‡Tax Credit Program

1982:** CERB's first appropriation was **$20M
2025:** that would equal **$66.7M

80,000,000
70,000,000
60,000,000
50,000,000
40,000,000
30,000,000
20,000,000
10,000,000
0
-10,000,000
-20,000,000

1982 1983-85 1985-87 1987-89 1989-91 1991-93 1993-95 1995-97 1997-99 1999-01*† 2001-03 2003-05 2005-07*‡ 2007-09 2009-11* 2011-13 2013-15*† 2015-17 2017-19* 2019-21* 2021-23* 2023-25 2025-27

Ancillary Program Funding
New Appropriations
Redirected



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599
Projects

$338.8 Million
CERB Investment
0% Default in 44 years

$6.8 Billion
Leveraged Private Investment

$733.5 Million
Match Funding

Core CERB 1982-2026

41,299 FTEs*
Created/Retained

$7,320
Cost Per Job

9,698**
Connections

$3,767 Cost Per Connections

**Created and retained jobs are full-time permanent high-wage jobs, not construction jobs.*
***8,992 are household connections that facilitate virtual education, ecommerce, telework, and telemedicine*



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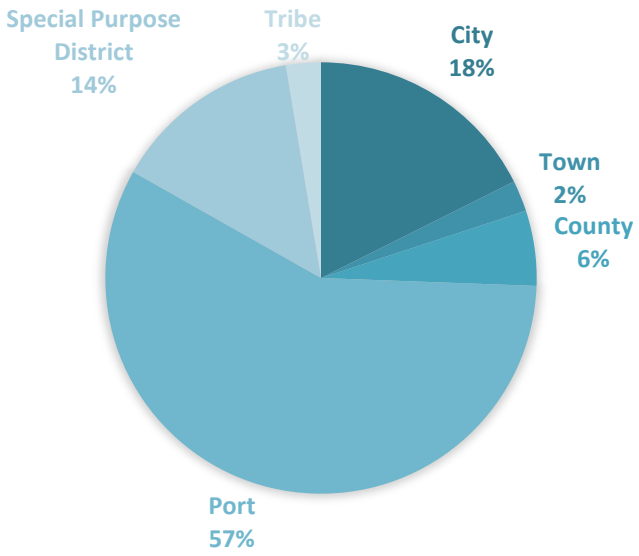
Projects by Type –
Core CERB 1982-2026



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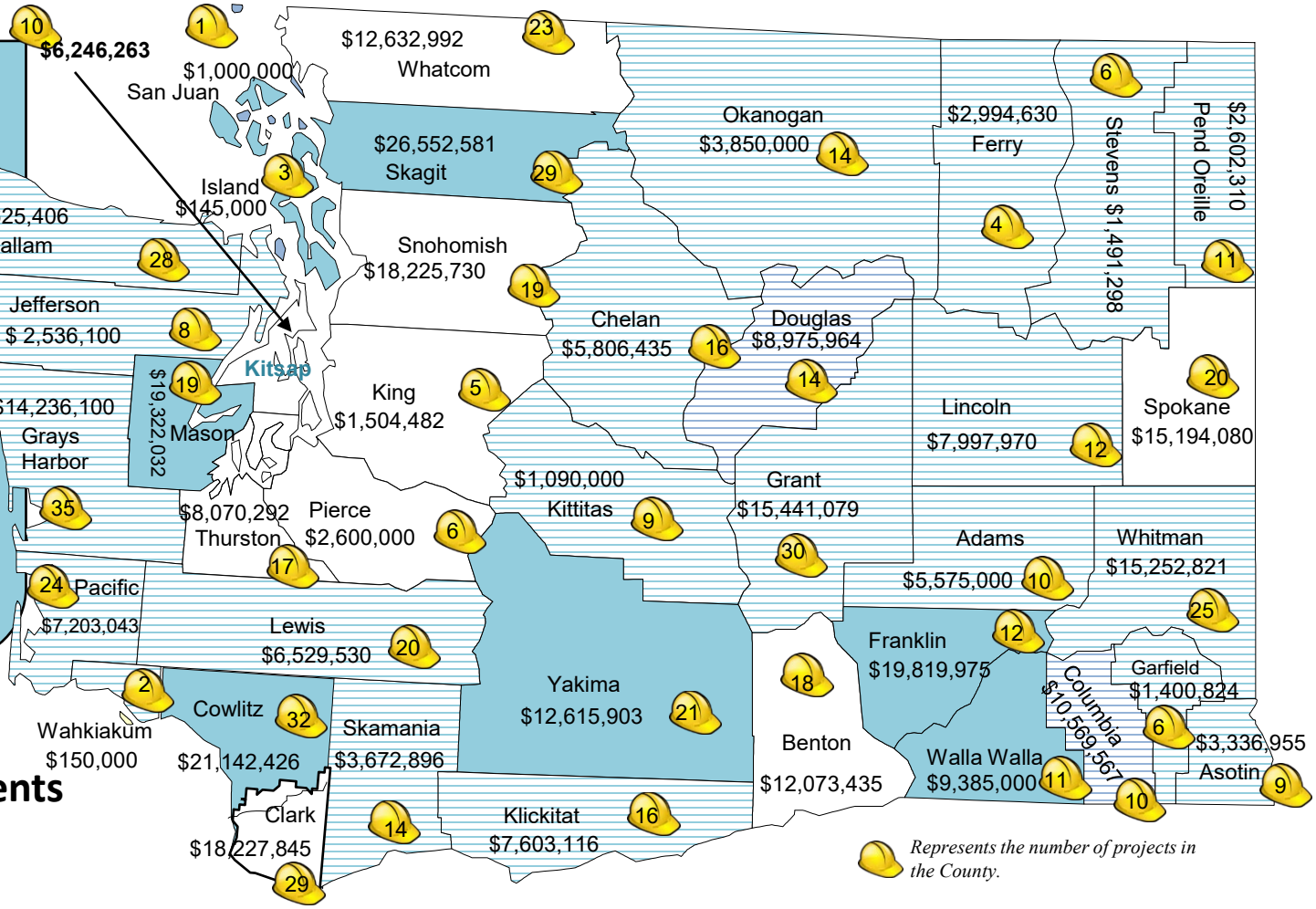
$338,849,217 Invested

599 Projects
41,299 FTEs Created/Retained
9,698 Connections
$6.8 Billion Leveraged Private Investment

$7,320 Cost per Job
$**3,767**Cost per Connection



Core CERB Investments
1982 - 2026



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Port of Columbia
Dayton, WA

2008: Feasibility study for the development of an eco-industrial park.

2010: Purchase 28 acres of land, develop phase 1 of a 4-phase development - to include: road, water, sewer, utilities, sidewalks and parking infrastructure. For the Blue Mountain Station Eco-Industrial park development.

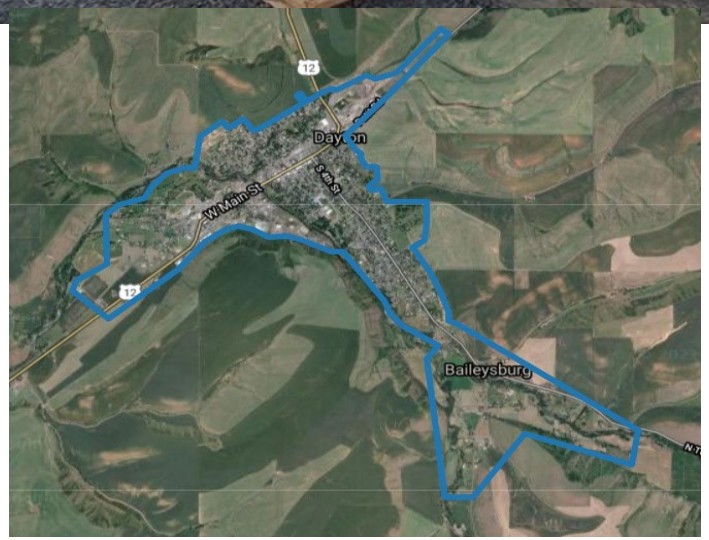
2013: Install sewer lift station and extend sewer connection from the Blue Mountain Station Eco-Food Processing Park to the City of Dayton sanitary sewer system.

2019: The Port built a second building onsite, they had tenants lined up before the building was complete. (not CERB funded)



Community Economic Revitalization Board





Port of Columbia
Dayton, WA

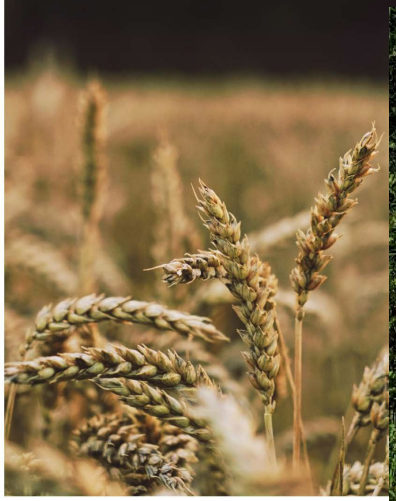
2019: A feasibility study to examine existing broadband networks, identify additional needs, and determine if a construction project is financially feasible and sustainable.

2021: Engineering and construction of broadband infrastructure to serve the City of Dayton and outlying adjacent areas.



Community Economic Revitalization Board







Port of Columbia
Dayton, WA

Blue Mountain Station Expansion Continues

2023: A study to determine the feasibility, optimal configuration, and next steps for developing the infrastructure for a value-added grain business cluster at Blue Mountain Station.

2024: "Regional Craft Malting Facility at Blue Mountain Station" Construct 12,000 square foot building and extend existing infrastructure to support Mainstem Malt.



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Port of Columbia
Dayton, WA

2025: Engineering and construction of dark fiber infrastructure both aerial and Underground throughout Starbuck and an E911 Tower south of Dayton.

2026: Construct 10 pull-through RV spaces, with adjacent patios, and a new upland restroom at the marina property. (Lyons Ferry Pull-Through RV Project Match)



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Project	CERB	Match
2008: Community Plan	$50,000	$30,000
2009: Blue Mountain Station	$1,000,000	$110,00
2013: Sewer Extension to Blue Mountain Station Eco-Industrial Park	$218,000	$22,000
2019: Port of Columbia Broadband Planning Study	$26,625	$7,500
2021: Dayton Community Broadband Project*	$2,000,000	$1,247,493
2023: BMS Craft Malt & Grain Cluster Study*	$50,000	$12,500
2024: Regional Craft Malting Facility at Blue Mountain Station*	$5,000,000	$7,781,580
2025: Starbuck and E911 Broadband Project*	$2,018,192	$504,548
2026: Lyons Ferry Pull-Through RV Project Match*	$250,000	$1,638,000
Total Investments:	**$10,562,817**	**$11,213,621**

*Projects are still in the 5 year reporting period.

Port of Columbia
Dayton, WA

Private Investments*		FTEs Created/Retained*	
Estimates	Actuals	Estimates	Actuals
$3,8849,893	$395,000	15	13

Connections*		Internet Service Providers*	
Estimates	Actuals	Estimates	Actuals
1,563	1,426	11	5



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2020: A site development plan for the 55-acre former WSDOT pontoon construction site to provide phased development alternatives with permitting matrices and infrastructure costs associated with each phase so the site can be developed and used as demand for space increases.

2021: A modernization plan for the moorage infrastructure of the Westport Marina.

Port of Grays Harbor
On Washington's Pacific Coast



Project	CERB	Match
2020: East T4 Cargo Yard Expansion Plan*	$50,000	$19,925
2021: Westport Marina Modernization Project Plan*	$50,000	$31,499
Total Investments:	**$2,001,420**	**$51,424**

*Projects are still in the 5 year reporting period.



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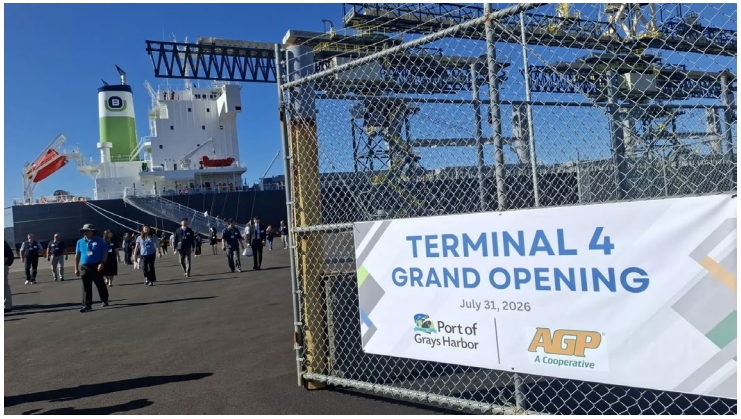

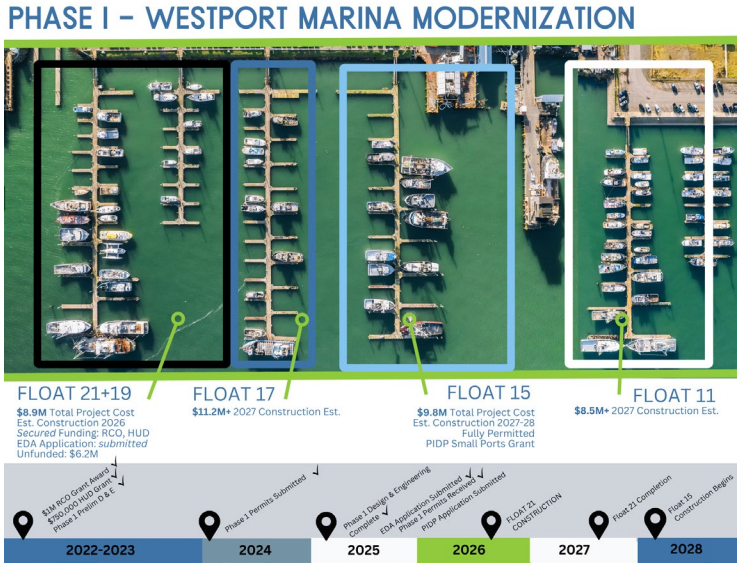

OUTCOMES:

2020 Study: Grand opening 7/31/2026. The Port's $60 million public portion of the project added more than 47,000 feet of rail within its Marine Terminal Complex, a new fendering system and a stormwater collection and treatment facility at T4 and created more than 30 acres of additional cargo laydown area to support future operations at Terminal 4A.

2021 Study: The Port Announced $6.2M awrd from EDA. Award will be matched with $2.6M from non-federal funds. "Westport Marina Float 21 Modernization"

Private Investments*		FTEs Created/Retained*	
Estimates	Actuals	Estimates	Actuals
	$123,000,000		80



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2018: Construction of aerial fiber on existing poles to five rural communities in Whitman County. Communities: Oakesdale, Palouse, Rosalia, Garfield, Tekoa Approximately: 1,423 connections.

Port of Whitman County

2020: Local access road improvements for facilities at the Port of Whitman's Wilma site. Improvements will include reconstruction of road elements, individual site access improvements, safety improvement areas, drainage improvements, and signage.



2021: Design and construction of middle mile and last mile fiber in the rural areas around Malden and Pine City. Middle mile fiber will tie into the Port of Whitman's backbone fiber south of Rosalia to the south side of Malden; and from Malden to Pine City. Last mile fiber will be constructed in the rural areas around Malden and Pine City as well as in unincorporated Pine City.



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2022: A study to assess the building of a facility for commercialization that integrates privatization of intellectual property out of Washington State University to create jobs in Whitman County and Washington State.

2023: Permitting, engineering and construction of a rail siding and a new well and waterlines to serve Lot F at the Port of Whitman County's Central Ferry site.

2024: A study to identify the site readiness barriers, solutions and costs to do the development activities necessary to turn a 14-acre parcel into an economic development catalyst for the region.

2024: A study to identify site readiness barriers, solutions and costs to transform the Oakesdale Flour Mill into an economic driver for the town of Oakesdale, Washington.



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2025: Engineering and construction, including, grading and earthwork, water supply and distribution, drainage systems, sewer system management, utility extension, demolition and removal of hazardous buildings, other site preparation and improvements, and construction of new building pads intended to hold new industrial grade facilities.

2025: A planning and feasibility study for approximately 8.5 acres of newly acquired industrial land at the Port of Whitman Business Air Center (POWBAC).

2025: Design and construction of last mile fiber in Tekoa, Pine City, and Pullman.

2026: Redevelopment of the Oakesdale Mill, including engineering and construction, replacement of the roof, stabilizing the exterior envelope of the building, and extending necessary utilities to the project site.





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Project	CERB	Match
2018: Last Mile Fiber Construction Project	$1,803,728	$2,043,800
2020: Wilma Port Road Improvement*	$1,624,925	$374,541
2021: Malden/Pine City FTTx Project*	$1,734,921	$981,225
2022: Biological Systems and Mechanical and Materials Engineering Tech Transfer Building Study*	$50,000	$12,500
2023: Central Ferry Rail Spur and Water Extension Project*	$1,209,343	$302,336
2024: Tekoa Development Study*	$100,000	$137,590
2024: Oakesdale Mill Study*	$75,000	$18,750
2025: Tekoa Site Development Project*	$2,090,766	$2,090,766
2025: Colfax Raw Land Planning Study*	$75,000	$26,900
2025: Whitman County Rural Broadband Project*	$2,489,764	$622,441
2026: Oakesdale Mill Phase 1 Redevelopment*	$1,000,000	$125,000
Total Investments:	**$12,253,447**	**$6,735,849**

*Projects are still in the 5 year reporting period.

Private Investments*		FTEs Created/Retained*	
Estimates	Actuals	Estimates	Actuals
$28,900,000	$4,025,000	200	102

Connections*		Internet Service Providers*	
Estimates	Actuals	Estimates	Actuals
2,457	1,593	10	8



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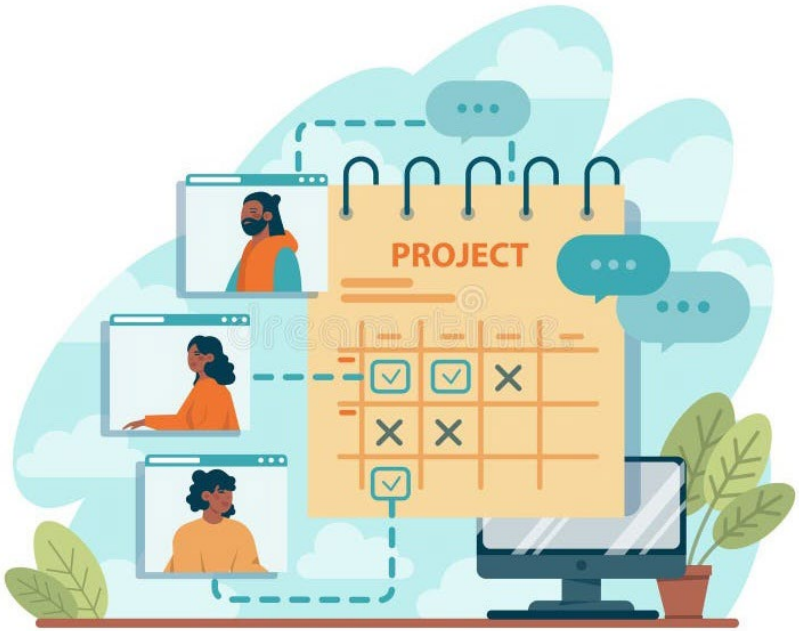
Project Tracking



Job creation, wages, private investment, connections, and ISPs

Tracked for 5 years **after** a project is complete.

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Current Available Funding

	2025-27	Awarded	Available**
Core CERB	$91,931,979	$19,450,000	$73,023,140

***Includes de-obligated funds*

Funding Limits

Program	Project Max	Grant Max	Match (project total)
Planning	$100,000	100%	20%
Prospective Development	$3,000,000	Up to 25%	50%
Rural Broadband	$3,000,000	Up to 25%	20%
Committed Private Partner	$5,000,000	Up to 25%	20%

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Loan/Grant Financing Criteria & Eligibility Model

			Loan Years					
	Eligible for Grants		1-10 Years		11-15 Years		16-20 Years	
DSCR	Rural County/ Community	Urban County	Distressed County	Non-Distressed County	Distressed County	Non-Distressed County	Distressed County	Non-Distressed County
1.0-1.25	25%	No	1.00%	1.50%	1.25%	1.75%	1.50%	2.00%
1.26-1.49	15%	No	1.25%	1.75%	1.50%	2.00%	1.75%	2.25%
1.50-2.49	No	No	1.50%	2.00%	1.75%	2.25%	2.00%	2.50%
2.50+	No	No	2.00%	2.50%	2.00%	2.75%	2.50%	3.00%

Application and Meeting Dates

Construction	Planning	Board Meeting
~~September 14, 2026~~	~~September 28, 2026~~	November 19, 2026
November 16, 2026	December 1, 2026	January 21, 2027
January 19, 2027	February 1, 2027	March 18, 2027

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2025 Rural Ports Program - $4,850,000

($500,000 set-a-side for micro grant projects)

Eligible jurisdictions

- Port District as defined under **RCW 53**
- Tribal Port and Marine Facilities





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Eligible projects

Infrastructure repair, improvement, and development projects for the purpose of rural economic development:

- Enable and encourage private sector business creation or expansion
- Enhance the vitality and livability of the community
- Enhance local tourism

Eligible activities

New construction, refurbishment, repair, replacement, and Rehabilitation of **publicly owned infrastructure and facilities.**

- Bridge
- Earth Stabilization
- Electricity/Natural Gas
- Public Building or Structure
- Parks and Recreation Facilities*
- Pedestrian and Bicyclist Amenities*
- Port Facilities
- Road
- Road
- Sanitary Sewer
- Stormwater
- Telecommunications/Broadband*
- Water

**Must be part of a larger project, not stand-alone activities.*



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Maximum grant award

- ~~Tier 1: Frontier 1 & 2 Counties: $1,000,000~~
- ~~Tier 2: Rural Counties & Communities: $750,000~~
- ~~Tier 3: Match Projects: $250,000~~
- Tier 4: Micro Grants: $20,000-$100,000

Match requirements (total project cost)

- ~~Tier 1: Frontier 1 & 2 Counties: 10%~~
- ~~Tier 2: Rural Counties & Communities: 20%~~
- ~~Tier 3: Match Projects: 80%~~
- Tier 4: NO Match *(but can be no less than 50% of the project total)*



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Documentation of need for project

- Examples of documentation:
  - Planning Study
  - Community Survey
  - Documented Community Feedback
  - Bid for failing infrastructure
  - Retention/recapture of jobs

As of September 2026:
9 Applications Awarded
Totaling $4,470,000

Micro Grants
$380,000

Application and Meeting Dates

Construction	Board Meeting
~~September 14, 2026~~	November 19, 2026
December 1, 2026	January 21, 2027
January 19, 2027	March 18, 2027

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2026: Renovate the Illahee Store into a leasable community commercial space and construct a speed table crosswalk to provide safe pedestrian access between the store site and the public dock.

Estimated Economic Impact: The project will generate new commercial activity at the renovated store, support new local jobs, and increase foot and vehicle traffic to the dock area. It will also create new lease revenue for the Port which will help supplement the small tax base that they depend upon for operating costs. It will also give them long-term financial sustainability and retain spending within the Illahee community.

CERB Funding: $280,000
Match: $70,000



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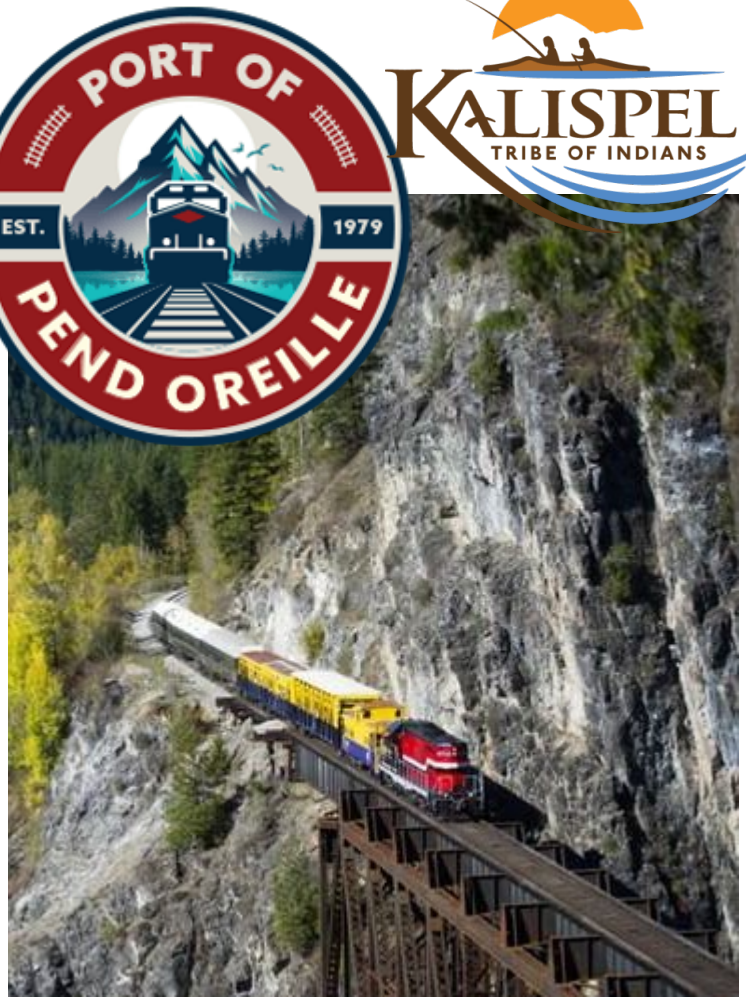

2026: Restore 5 miles of out-of-service track from Usk to Cusick, adds a siding at Wolfred Park, and repairs Birdhouse Crossing at Black Rd & Hwy 20.

Estimated Economic Impact: Passenger excursion rides will enhance tourism, generating local revenue, business growth, and sales tax income. The project creates direct jobs in rail operations and hospitality, supports indirect tourism-related employment, improves community safety, and provides unique rail experiences that attract families and enthusiasts, diversifying Pend Oreille County's economy beyond traditional resource-based industries.

CERB Funding: $1,000,000
Match: $300,468



Community Economic Revitalization Board



CERB Staff

Janéa Stark
Executive Director & Tribal Liaison
360-252-0812
Janea.Stark@commerce.wa.gov

Curtis Ingram
Contract Manager
564.669.9114
Curtis.Ingram@commerce.wa.gov

Haley Fox
Program Assistant
360-725-2977
Haley.Fox@commerce.wa.gov

www.commerce.wa.gov/CERB

Use QR to schedule a 30-minute Project Development Call.

ECONOMIC REVITALIZATION
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