



PORT OF  BENTON



**Rail Modernization & Intermodal Facility
Information Night**
July 8, 2024

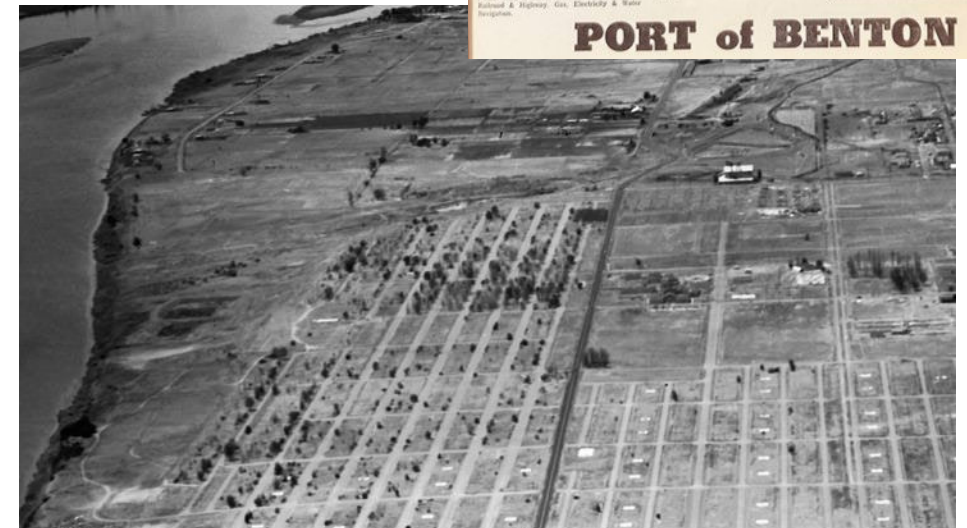


Ports in Washington State

Drive Economic Growth, Trade and Tourism

Port of Benton History

- November 1958: Voters approve new Port of Benton District
- Established to drive industrial development and transition federal land for economic development
- Companies in port facilities and properties employ over 3,000 people and generate more than \$600 million in revenue yearly, representing 5% of Benton County's economy



Page 5 THE CITY HERALD, May, 1962

There's A SITE for your PLANT!

PLUS FEATURES OF PORT OF BENTON

1. The U.S. Atomic Energy Commission Standard Works with 5,000 highly skilled workers covers the Northern Port of this Port District, with over 2,000 College Graduates and over 150 of these with PhD's.
2. The World's Largest Agricultural Experiment Station plus the highest degree of Agricultural Activity the year around.

NORTH SHORE SITE
290 Acres — available for Public Port and Industrial facilities.

- All Utilities in place
- Base Decks available
- Rail and Hiway to site
- 2 miles from Air Terminal
- Long or short Term Leases.
- Slack Water Navigation to site in 1967

Richland Air Port Site
150 Acres of Prime Industrial Land. Close to air terminal with complete utilities in place.

Patterson Site
In the center of the Port of Benton on the South Boundary — direct rail, bus, air and highway connections — Natural Gas and Power. Ideal for heavy type industrial developments.

Whitcomb Flats Site
1 Mile Wide & 2 1/2 Miles Long. Transportation Railroad & Highway. Gas, Electricity & Water.

Missile Testing Area
About 15,000 acres of prime land with slack water facilities. Opportunity for growth and expansion here.

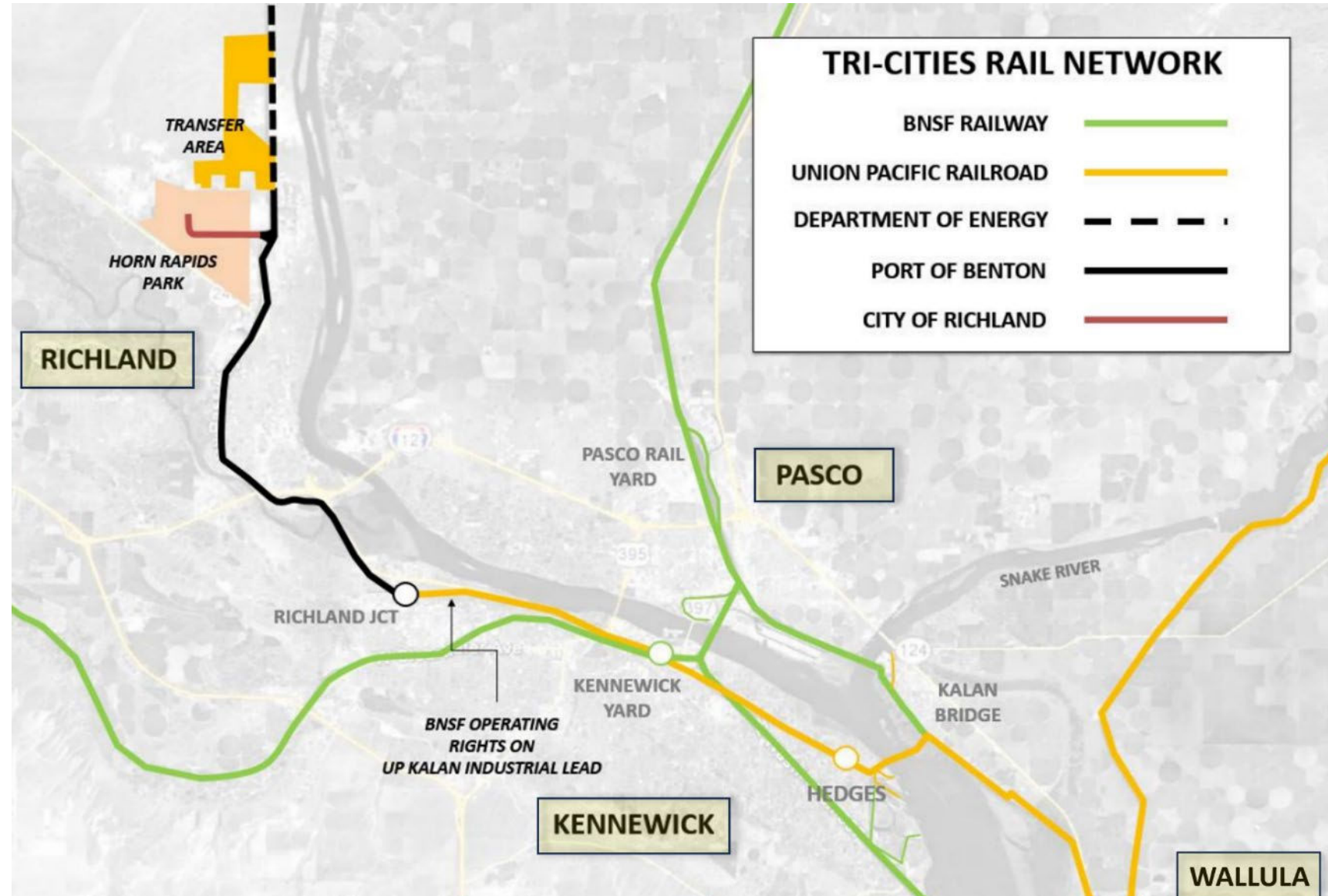
COMMISSIONERS
Roland Lindberg, Prosser
M. Harold Kinney, Richland
J. R. Hill, Richland
Cecil R. Albee, Bentley

PORT of BENTON



Tri-Cities Rail Network

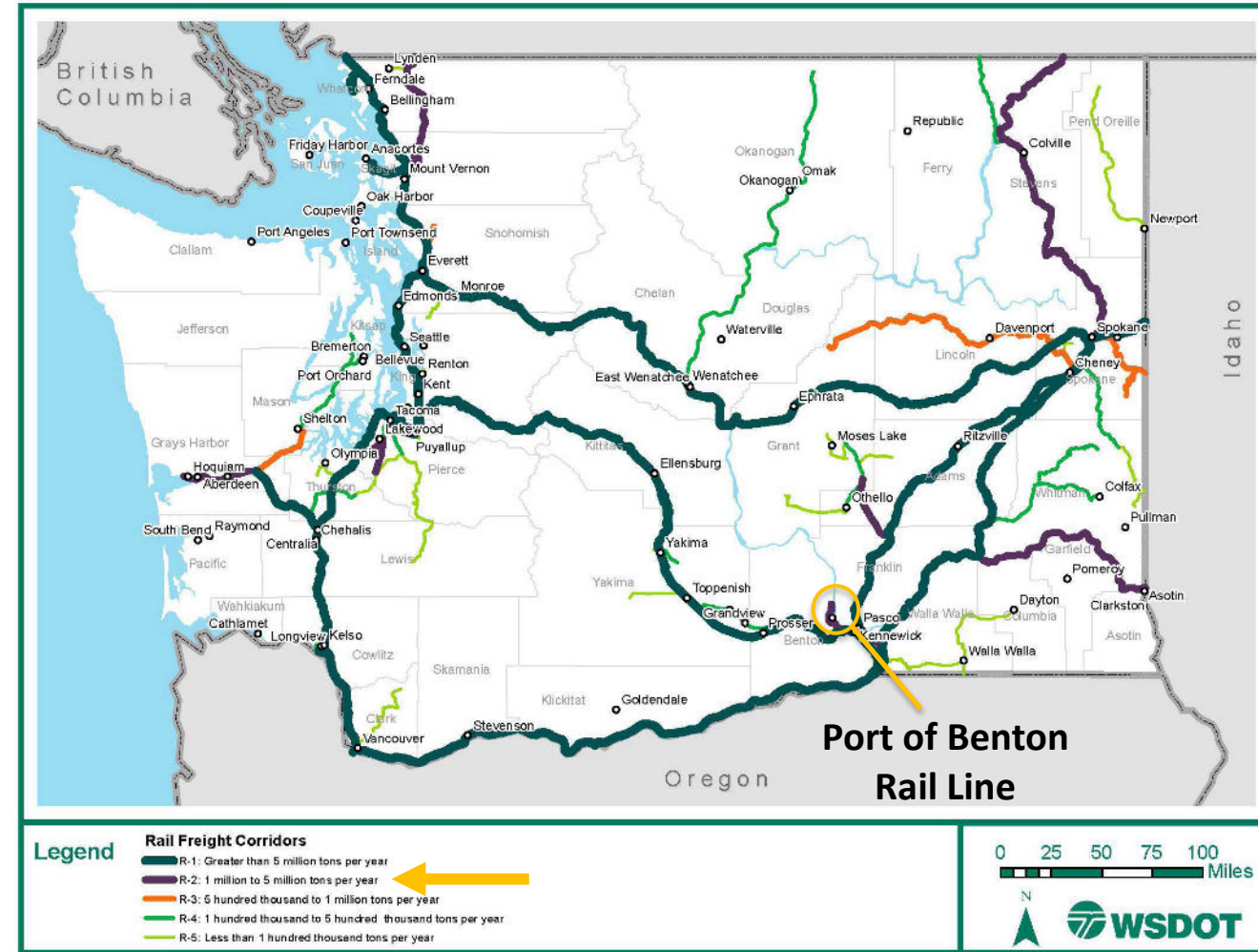
Port Rail Black Solid Line on Map





Port's Rail Is Part of Washington's Freight Rail Network

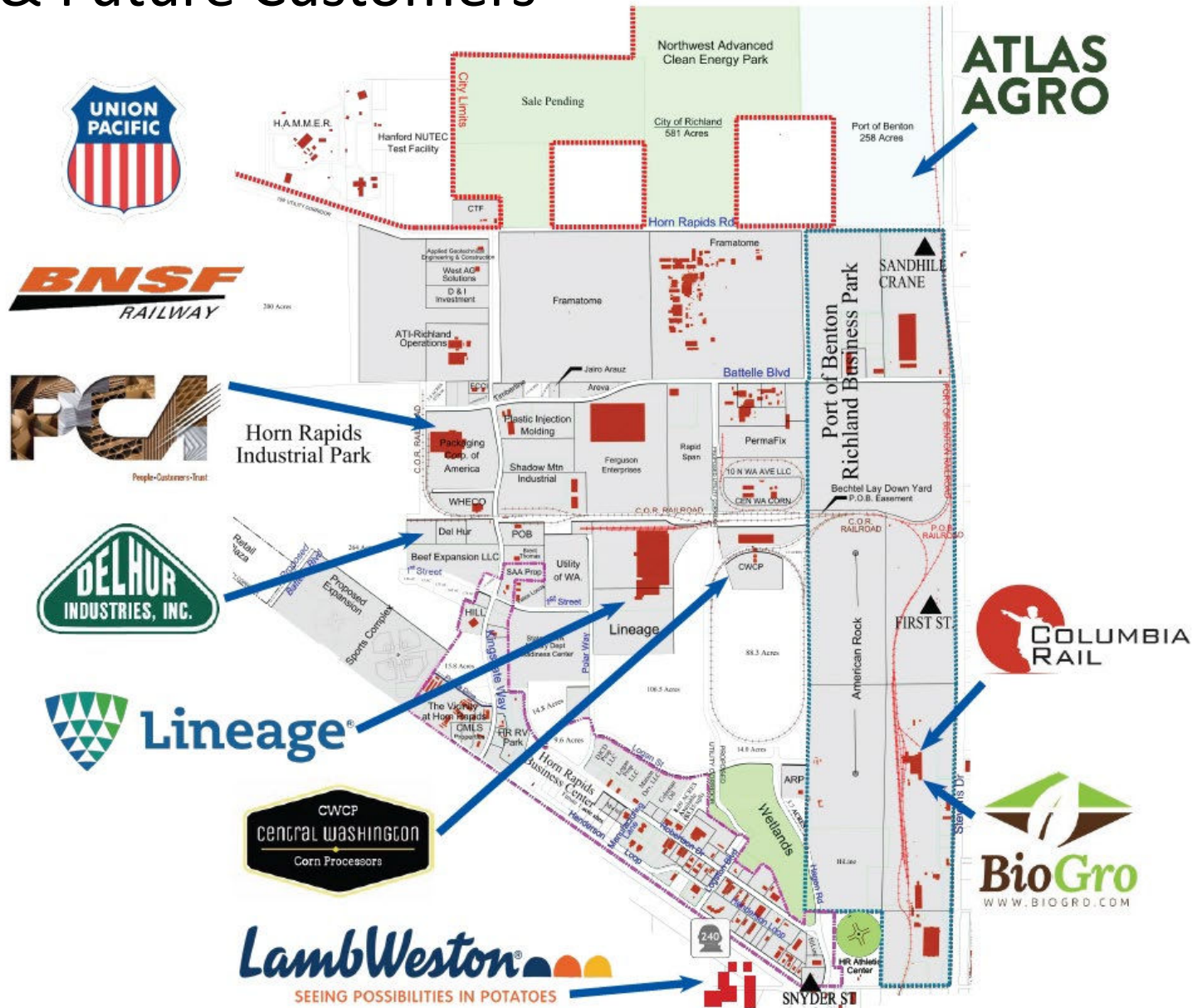
- Class I railroads Union Pacific and BNSF Railway use the Port's track to serve their customers
- More than 1.3 million tons of freight shipped annually on Port track
- Second highest annual tonnage of goods transported on a short line in the state
- An estimated 3,000 local jobs and 1.5 million statewide are tied to freight-dependent industries





North Richland Port Rail Users

Existing & Future Customers





Rail Operations & Schedules

- Federal law allows for free movement of commerce on the nation's rail lines
- Port of Benton has very little control over train operations or schedules in our area





Rail Line History

Courtesy U.S. Department of Energy



Southern Connection Rail Line History

DOE Owns Rail Line Until 1998

- 1947: U.S. government negotiates with Union Pacific and BNSF Railway (predecessor) to share costs to build a connection between the Hanford Site's existing track with the main rail line owned by the railroads
- Material deliveries to Hanford only had one rail service, requiring a 240-mile journey to move items 12 miles from Pasco
- August 15, 1949: Construction of Hanford's "Southern Connection" rail line begins
- May 23, 1950: Opening ceremony and test run of the first train
- 1950s to 1980s: Rail line hauled mostly coal and construction materials to the Hanford Site



Courtesy U.S. Department of Energy, 1944



Courtesy U.S. Department of Energy, 1963



Southern Connection Rail Line History

DOE Transferred Rail to Port in 1998

- 1990s: U.S. Department of Energy (DOE) determines it no longer needs the Southern Connection rail line and explores closing the rail line
- 1990s: Port of Benton requests ownership of the rail asset to benefit the community's economic development
- 1998: DOE transfers ownership of the Southern Connection rail line to Port of Benton
- 1998: Port enters lease contract with company to operate and maintain the rail line



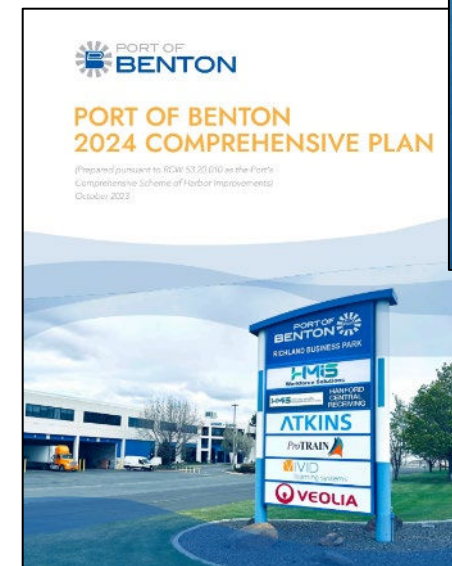
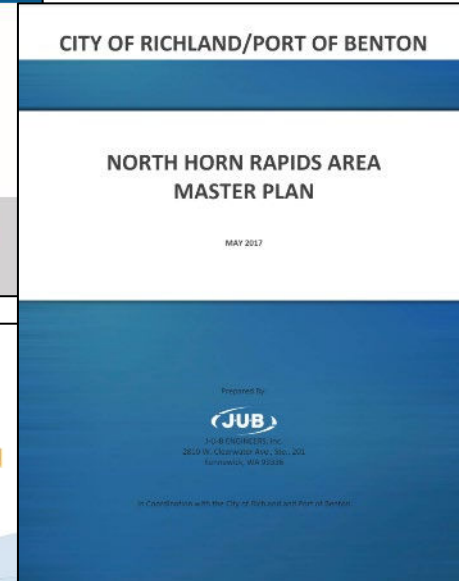
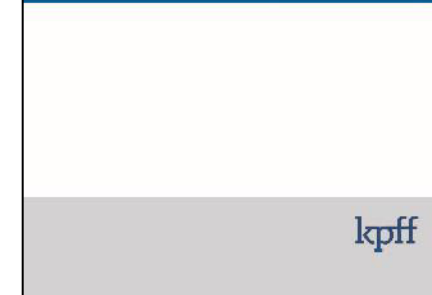
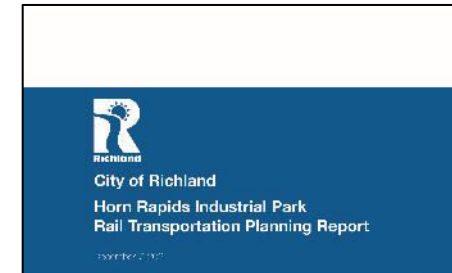


Project Plans

Planning Supports Economic Vitality

- Port Commission establishes long-term strategies
- Comprehensive Plan (Updated Annually)
- Port of Benton Transportation Improvement Program (Updated Annually)
- Port of Benton and City of Richland Rail Master Plan (2017)
- City of Richland/Port of Benton North Horn Rapids Area Master Plan (2017)
- BST Rail Study (2017)
- Track Assessment Report, Tangent (2013)

PortofBenton.com/About-the-Port/Planning-and-Finance





Collaborative Relationships

Key to Planning & Implementing Projects



Inter-Tribal Advisory Board





City of Richland Partnership

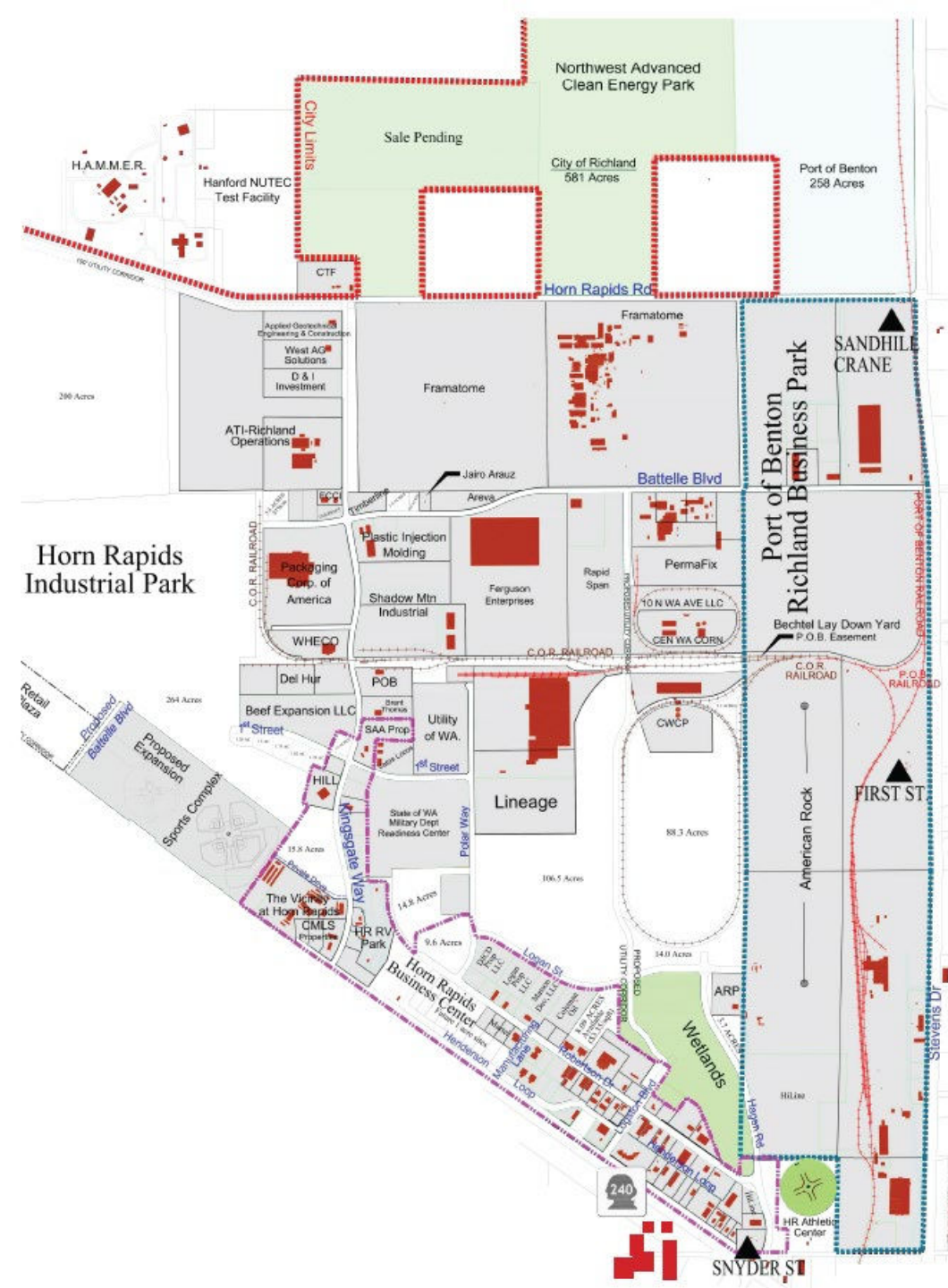




City & Port Partnership

Collective Planning

- Port and City long-term collaboration, joint planning and vision
- Economic development projects that benefit the community and broader region
- Leverage each partner's strengths





**Planned 2024 Rail Crossing
Replacement Projects**

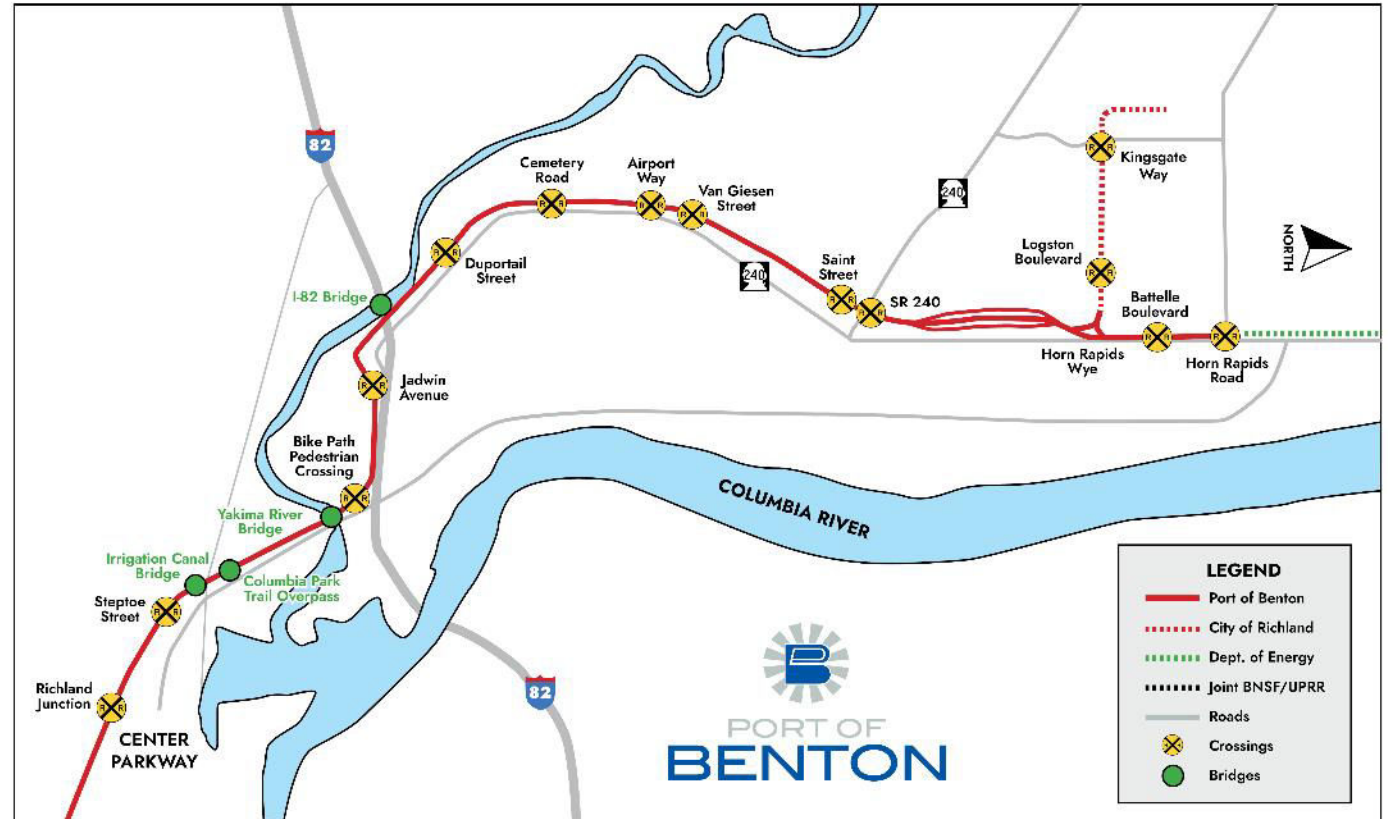


Port Rail Crossings

- Four Port rail crossings will be replaced or repaired this year

Why?

- These improvements will help increase train speeds, enhance safety and reduce vehicle traffic interruptions at crossings
- The Projects will also support our growing local agriculture and other industries in getting goods to market





State Route 240 Crossing

2024 Rail Projects

Planned Work

- Replace the railroad crossing
- Replace the crossing flashing lights and gates
- Port will continue asphalt and concrete maintenance until crossing is replaced to sustain safe operations

Anticipated Timeline – Late Summer to Fall 2024

- Depending on material delivery
- Exact dates to be determined

Road Closure & Detours

- Work will require a full road closure over a weekend
- Marked detours via Stevens Drive, Battelle Blvd. and Kingsgate Way





Airport Way Crossing

2024 Rail Projects

Planned Work

- Replace the railroad crossing
- Replace the gates mechanisms
- Change lights to LEDs

Anticipated Timeline – Summer 2024

- Exact dates to be determined

Road Closure & Detours

- Work will require a full road closure over a weekend
- Marked detours via Terminal Drive to Van Giesen Street





Kingsgate Way Crossing

2024 Rail Projects

Planned Work

- Replace rail signal equipment
- Change lights to LEDs

Anticipated Timeline – Summer 2024

- Exact dates to be determined

Road Closure & Detours

- No closures or detours for vehicle traffic





Saint Street Crossing

2024 Rail Projects

Planned Work

- Replace the railroad crossing
- Install lighted crossbucks

Anticipated Timeline – Summer 2024

- Exact dates to be determined

Road and RV Park Closure & Detours

- Work will require a full road closure over a weekend
- Access to and from the Moon River RV Park will be blocked
- RV Park residents to use the right in, right out onto State Route 240





Planned 2024 Rail Tie Replacements Project



Rail Tie Replacements

2024 Rail Projects

Planned Work

- Replace ~ 3,000 ties and add additional ballast
- Port track between Duportail Street and the Horn Rapids Industrial Park

Anticipated Timeline – Summer to Fall 2024

- About 8 weeks, exact dates to be determined

Why?

- Replacing these ties will improve the track safety and extend the life of the railroad track
- This work is also intended to help move the track speeds from 5 to 10 mph

Road Closure & Detours

- No closures or detours for vehicle traffic
- Project will impact train traffic
- Work windows late into the evening likely to minimize train disruptions





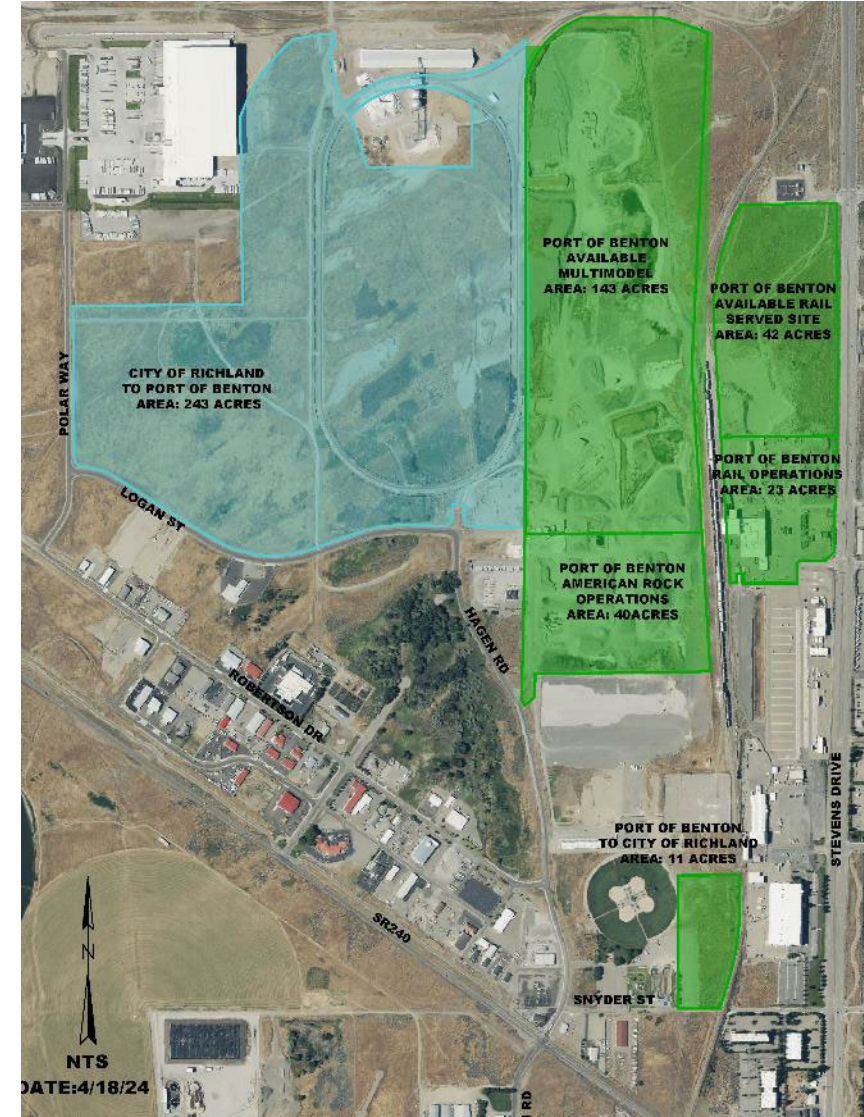
Rail Intermodal Facility Project



Planned Intermodal Facility

Supporting the Growth of Local Industries

- A planned rail-served distribution and transload hub
- Will drive additional private-sector investment, creating jobs
- Port and City of Richland working on a jointly recommended industrial land swap between the entities



*Blue shading is current City property,
green shading is current Port property*



Planned Intermodal Facility

Why Rail?

- Demand for Eastern Washington goods is growing – intermodal facility will give them additional capacity to get their goods to market
- Port's rail line is served by both Class I railroads – rare in Washington, making it uniquely beneficial to local industries
- Lowers costs and carbon emissions, one freight train can haul a load that would otherwise require over 300 trucks
- Maximizes efficiency as rail shipments to seaports are received 24/7

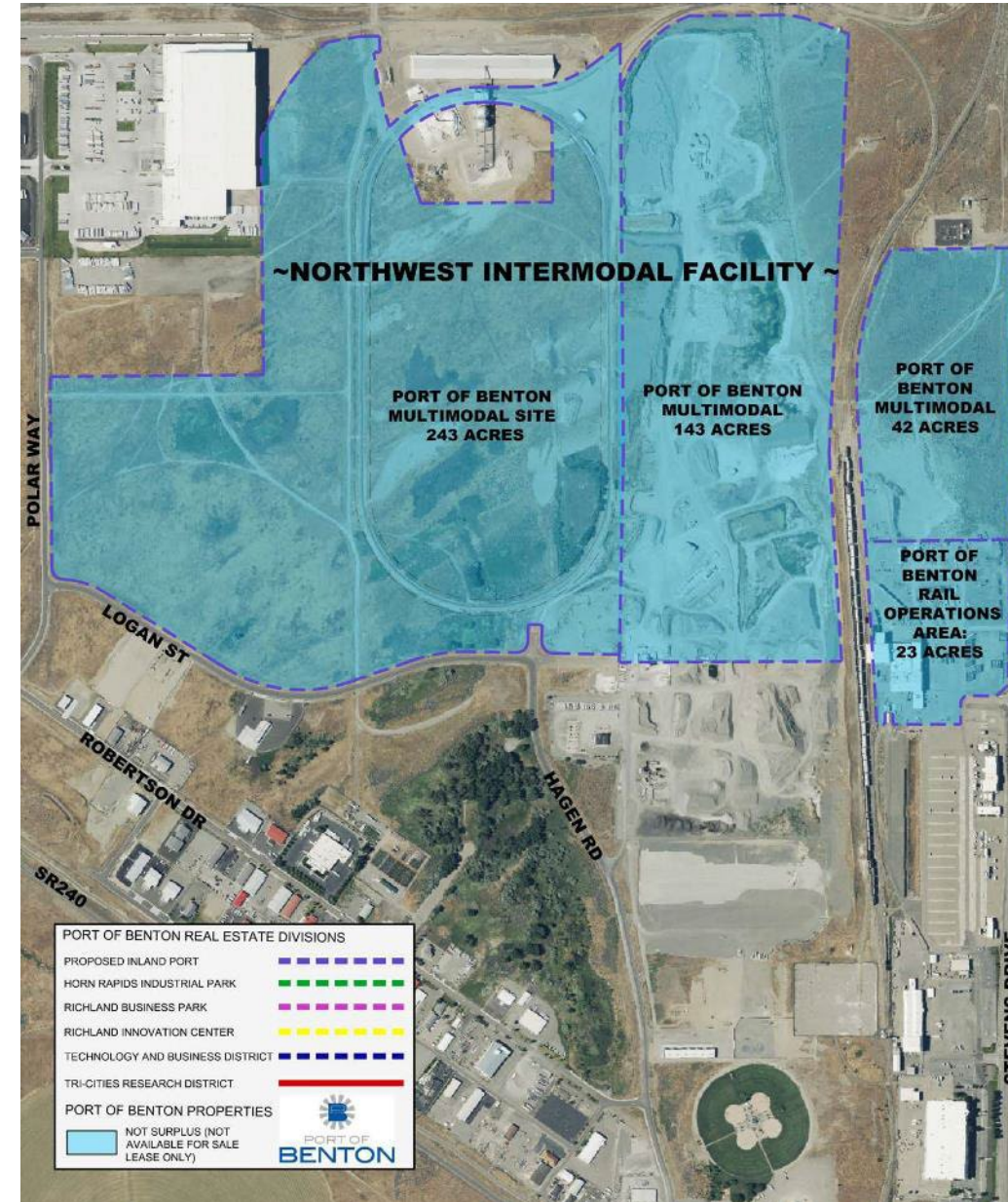




Planned Intermodal Facility

A Critical Link in the Supply Chain

- Site: Intermodal 560 acres, light blue main area and loop track
- Plans include:
 - Constructing additional track, warehouse storage buildings
 - Installing handling equipment to move containers and truck trailers on and off trains
 - Leveraging Port locomotive repair facility for rail-related companies and activities
- Infrastructure planning underway, construction anticipated to begin in 2025 - 2026





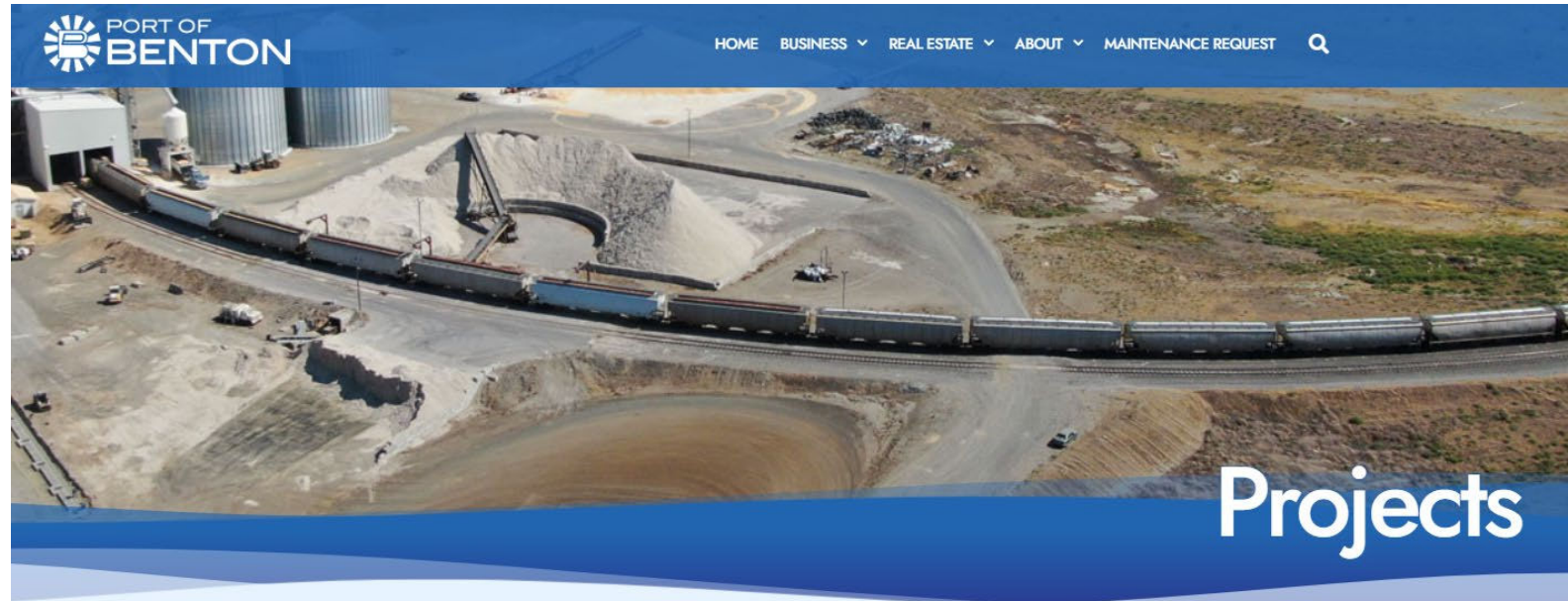
Thank You to Our Partners!





For Information on Port Projects

PortofBenton.com/Projects

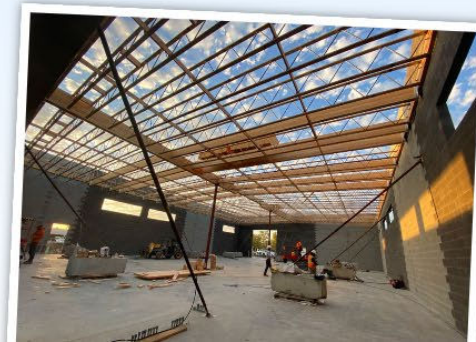


What's Happening at the Port

The Port's mission is economic development, managing its public assets and making strategic investments to be a catalyst for regional economic growth and prosperity.

Explore this page to learn more about the Port's current and planned major projects.

This important work requires long-term and annual planning, strong partnerships, and ongoing public communications and engagement.





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PortofBenton.com/News-Sign-Up





Explore Displays Around the Room

Speak With Port, Partners & Rail Users

Rail Economy

Transports the Goods You Use Every Day

- Rail connects with trucks and barges throughout the Mid-Columbia region, agriculture and more.

Creates Local Jobs

- Freight rail is important to the local economy.
- An estimated 3,000 local jobs are tied to freight rail.

WASHINGTON FREIGHT-DEPENDENT INDUSTRIES

- \$212.7 billion** Washington GDP generated by freight-dependent industries
- \$1.5 billion** Washington employees depend on freight rail

Powers Trade for Growing Tri-City Area

- Rail supports the increasing demand for Washington goods

Solves Trucking Challenges

- Truck driver shortages, rising fuel costs, and more are making truck transport less attractive.
- One freight train can haul a load equivalent to 300 trucks
- Rail moves products through Washington faster than trucks.

Airport Way Rail Crossing Replacement

Planned Work

- Replace the railroad crossing and gates
- Replace lights with LEDs
- Includes replacing Kingsgate Way

Project Schedule & Road Closure

- Summer of 2024 – Exact project schedule to be determined
- Work window limited to minimize disruption
- Full road closure for the weekend of August 10-11, 2024

Project Funding

- \$1.03 Million Freight Rail Program (FRAP) Grant from the State Department of Transportation

These improvements will help reduce vehicle traffic interruption and growing local agriculture and industry.

Saint Street Rail Crossing Replacement

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Rail Intermodal Facility Supporting the Growth of Local Industries

Planned Project

- Create an intermodal facility by constructing additional track, commodity storage buildings and handling equipment, and leveraging the Port's locomotive repair facility

Intermodal Transportation Benefits

- Serves as a critical link in the supply chain to support our local shippers in getting their goods to market
- Moves containers and truck trailers on and off trains – one freight train can haul a load that would otherwise require over 300 trucks
- Lowers costs and carbon emissions, as companies can use trucks for local service and rail for long haul
- Maximizes efficiency as rail shipments to seaports are received 24/7
- Drives additional private-sector investment, creating jobs

Project Funding & Anticipated Timeline

- Central Washington Corn Processors Invested \$34 Million to Initiate the Project
- Port Is Applying for Federal and State Grants
- Infrastructure Planning Underway
- Construction Anticipated to Begin in 2025 - 2026



Thank You for Your Interest & Involvement!



PortofBenton.com | 509-375-3060