

Big Pasco Industrial Center Intermodal Rail Hub Development Project

Project Background:

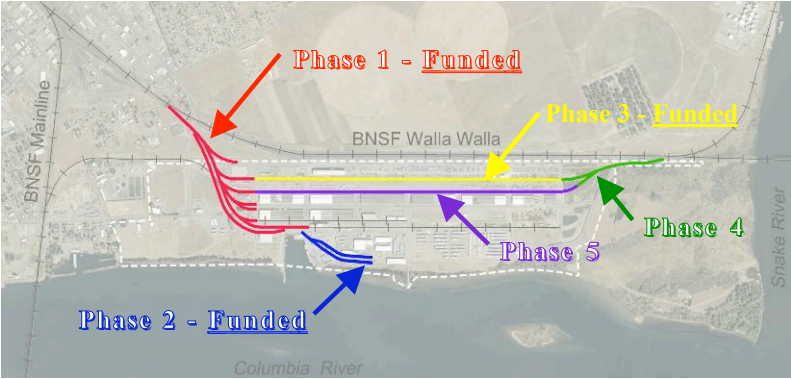
Prior to September 2004, the Port of Pasco shipped containers almost exclusively via barge on the Columbia River to the Port of Portland. After September 2004, two of the shippers stopped calling on the Port of Portland and instead required producers to haul their containers to the Port of Tacoma by either truck or rail. As a result, barge shipment of containers out of the Port fell from 400 per month to less than 60 per month, while rail shipments grew from a maximum of 30 containers per month to 200 containers per month.

Rail shipments were expected to increase even further in 2006 with the addition of containers from ports in Eastern Idaho and Northeastern Oregon. Mixed freight shipments were also expected to increase as Burlington Northern Santa Fe (BNSF) concentrated regional service at strategic locations like Big Pasco which is easily accessed from BNSF hubs. Rail facilities at the Port were adequate for the lighter volumes previously experienced, but not for the heavier volumes now needed.

In early 2005, securing rail transportation for the area’s agricultural exporters became an important priority not only for the Port of Pasco, but for the region. The Port developed a detailed plan to create an intermodal hub – a facility serving containers by rail, truck or barge – at the Big Pasco Industrial Center.

Project Description:

Work on the project was broken down into five phases. Phases 1 through 3, totaling \$5.4 million have been funded by the state of Washington's 2005-2007 biennium transportation budget.



- Phase 1) \$3.4 Million FUNDED. This phase entails constructing a new spur track and the rebuilding of the existing lead track into Big Pasco. The new spur track allows BNSF to serve the Port without delaying their mainline traffic. A runaround track will also be built to facilitate switching.
- Phase 2) \$700,000 FUNDED. Construct new Intermodal tracks at the Container Terminal barge slip. This is an immediate need to satisfy Intermodal shipping demands displaced from the barge option. It will also improve truck and rail capacity.
- Phase 3) \$1.3 million FUNDED. Will add a new Intermodal and mixed freight track along the north side of Big Pasco to accommodate a unit train or merchandise train. *BNSF has designated Big Pasco as one of three strategic rail properties in the region where they will expand service.* Other locations will be eliminated from service as BNSF focuses regional service only on

properties near to and easily serviced by existing BNSF hubs. The resulting demand for rail served property will create a near-term need (within 3-5 years) for this new track at Big Pasco.

Phase 4) \$900,000 REQUESTED. Construct an east exit spur to the BNSF Walla Walla line for more efficient movement into and out of Big Pasco.

Phase 5) \$2,200,000 REQUESTED. Construct a second multi-use track along north Big Pasco to meet the increased demand for rail-served property.

Summary of Benefits

- Reduces truck and general-purpose delay caused by 40+ trains per day.
- Improves access to multimodal and intermodal Port facilities.
- Improves access to regional manufacturing and agricultural distribution centers.
- Increases efficiency of BNSF freight movement by elimination of grade crossing maintenance delays.

Project Status

Construction for phases 1 through 3 are complete.

The Port of Pasco is requesting a \$3.1 million federal appropriation in FY2008 to complete the remaining two phases of the project. The federal funding would supplement the \$5,400,000 in state funding that was provided for the project by the Washington State legislature in August 2005.