

United States Senate

WASHINGTON, DC 20510-4704

September 7, 2018

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Chao:

I am writing in support of an application submitted by the City of Connell for the U.S. Department of Transportation's *Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants* program for the Connell Rail Interchange project.

The City of Connell is seeking a BUILD grant to relocate, modernize, and expand the Connell Rail Interchange to an industrial area one mile south of its current location. The new interchange would support the 90 trains projected to be running through Connell daily by 2035, which is a significant increase from the 42 trains per day running through the city today.

The existing rail interchange, where the Columbia Basin Railroad (CBRR) enters onto the Burlington Northern Santa Fe (BNSF) mainline, is outdated and inefficient. It is located in downtown Connell only 400 feet from primary streets and bifurcates the city center, disrupting access to residential areas, schools, and emergency services. It is undersized and cannot accommodate unit trains which must be separated into at least four segments, often blocking street crossings. At least 50 percent of the time, the CBRR or BNSF or both experience delays due to these constraints. Relocating the interchange and rail switch yard would increase safety and reduce congestion for freight and vehicle traffic.

The Connell Rail Interchange serves as a critical link for the CBRR to the BNSF mainline. The CBRR hauls over 10,000 carloads of agricultural and industrial goods each year between Connell and Moses Lake/ Wheeler on a R2 Freight Rail Corridor, and has become one of the busiest short line railroad in Washington state. This project would better connect four counties by rail, including Moses Lake, Pasco, and communities to the north and south of Connell, providing access for agricultural goods in central Washington to ports and destinations on the West Coast.

The City of Connell and Washington state have recognized the importance of this project, securing 35 percent of the project cost through local and state funding. The Connell Rail Interchange project would improve efficiency and accessibility for the CBRR and BNSF, residents, and businesses and support economic growth and job creation by opening new industrial lands at the site of the existing interchange.

Thank you for your consideration of the City of Connell's application. Please contact Samara Ressler in my Washington, D.C., office at 202-224-2621 with any questions.

Sincerely,

A handwritten signature in black ink that reads "Patty Murray". The signature is written in a cursive style with a large, looping "P" and "M".

Patty Murray
United States Senator

MARIA CANTWELL
WASHINGTON

COMMITTEES:
ENERGY AND NATURAL
RESOURCES
COMMERCE, SCIENCE, AND
TRANSPORTATION
FINANCE
INDIAN AFFAIRS
SMALL BUSINESS

United States Senate

WASHINGTON, DC 20510-4705

July 23, 2018

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: City of Connell's BUILD (DTOS59-18-RA-BUILD1) application

Dear Secretary Chao,

I am pleased to write in support of the application submitted by the City of Connell to the Better Utilizing Investments to Leverage Development (BUILD) program.

The Connell Rail Interchange Improvement Project will modernize a critical piece of rail infrastructure located in rural central Washington. Connell is the location of a rail interchange between the Columbia Basin Railroad Line and the Burlington Northern Santa Fe (BNSF) mainline. This nearly century old interchange cannot handle modern unit sized trains nor allow for rail car transfers without impacting the BNSF mainline. The modernized interchange proposed in Connell's application will address these issues as well as improve safety by relocating the interchange away from the city center.

Increased demand in recent years has made the Columbia Basin Railroad Line one of the busiest short lines in Washington. A significant amount of economic development has occurred in Grant and Adams counties and the Columbia Basin Railroad Line hauls over 10,000 carloads annually of various agricultural and industrial commodities for 60 active rail shippers in the Columbia Basin. Additionally, rail traffic is expected to double by the year 2035.

The City of Connell's project will increase safety and improve freight reliability and mobility. Therefore, I am pleased to support the Connell Rail Interchange Improvement Project. Thank you for your full and fair consideration of the City of Connell's application.

Sincerely,



Maria Cantwell
United States Senator

EVERETT
2930 WETMORE AVENUE
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EVERETT, WA 98201
(425) 303-8114
FAX: (425) 303-8351

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VICE-CHAIR
NUCLEAR CLEANUP CAUCUS



Congress of the United States House of Representatives

HOUSE COMMITTEE ON
APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER
DEVELOPMENT AND RELATED AGENCIES
SUBCOMMITTEE ON HOMELAND SECURITY
SUBCOMMITTEE ON LEGISLATIVE BRANCH
HOUSE COMMITTEE ON RULES
SUBCOMMITTEE ON
LEGISLATIVE AND BUDGET PROCESS
SUBCOMMITTEE ON RULES AND
ORGANIZATION OF THE HOUSE

August 22, 2018

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

I am writing in support of the City of Connell and Great Northern Corridor Coalition's BUILD Grant application for Connell Rail Interchange infrastructure project. The Connell Rail Interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad Line, which intersects with the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in Eastern Washington.

In recent years, a significant amount of economic development has been occurring in communities on the Columbia Basin Railroad Line, especially in Grant and Adams Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural and industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration of the Interchange is outdated and inefficient. As a result, the Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and throughout Connell.

I urge your full and fair consideration of such a vital project to the City of Connell and the Columbia Basin.

Sincerely,

A handwritten signature in black ink that reads "Dan Newhouse". The signature is written in a cursive, flowing style.

Dan Newhouse
Member of Congress



Olympia Address:
PO Box 40409
Olympia, WA 98504-0409
Phone: (360) 786-7620
FAX: (360) 786-7520
E-mail: Mark.Schoesler@leg.wa.gov

Washington State Senate

Senator Mark Schoesler
9th Legislative District

Residence:
1588 E. Rosenoff Rd.
Ritzville, WA 99169
Res: (509) 659-1774
FAX: (509) 659-4545
Hotline: 1-800-562-6000

July 17, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

As a State Senator representing the 9th Legislative District, I support the City of Connell's BUILD 2018 grant request for relocating and upgrading the Connell Rail Interchange.

A "Rail Caucus" was established to review, promote and seek implementation of rail projects that result in economic growth, congestion relief, safety improvement and community benefits in Washington State.

The Connell Rail Interchange is an ideal example of such a project.

Washington State has joined with federal and private partners to invest and upgrade rail infrastructure in Central and Eastern Washington to bolster our ability to move agricultural and manufactures products to both domestic and international markets. Our collective efforts are succeeding. As a fulltime farmer, I understand the critical need on a more personal level.

Unfortunately, the Connell rail interchange is now a "pinch point" impeding those investments ability to increase the movement of goods in/out of this region.

The current interchange, connecting the Columbia Basin Railroad with the BNSF mainline, was not designed for modern unit trains nor the volume of shipping originating from new and existing manufacturing and agricultural industries in Central Washington.

When trains are being reconfigured at the interchange, it affects the efficient movement along the BNSF mainline corridor, which connects the mid-west to ports along the Columbia River, Oregon and Washington. Additionally, rail movement in the interchange impedes the movement of residents, travelers and emergency vehicles through the City of Connell.

This project will relocate the current rail interchange south of the City to an industrial location that is more suitable for the interchange yard. The yard will be able to handle unit trains and is designed to handle the growth of train movements expected through 2035. This will assist Washington's efforts to grow existing agriculture and manufacturing industries.

This project meets all the criteria for support from the rail caucus. It will spark economic growth, it will improve safety for both residents and travelers through Connell, it will allow for more rapid emergency response in Connell, and it will increase the nation, and state's, ability to move freight across the country.

Now is the time to make this important investment in our economy, in the safety of our residents, and for our citizens dependent on the safe and efficient movement of goods across the country. The BUILD grant will be leveraged with \$10 million of funding that has already been secured.

I urge support for the BUILD 2018 Grant Application submitted by the City of Connell for the Connell Rail Interchange.

Respectfully,

A handwritten signature in blue ink that reads "Mark S. Schoesler".

Senator Mark Schoesler
Senate Republican Leader

STATE REPRESENTATIVE
9th LEGISLATIVE DISTRICT

MARY DYE

July 23, 2018

State of
Washington
House of
Representatives



The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

I am writing in support of the City of Connell's application for a BUILD 2018 grant to reconfigure and upgrade the rail interchange in the City of Connell. As a Representative of Washington's 9th Legislative District, I want to affirm that the project is crucial for achieving economic growth in our region, and for growing our current agricultural and manufacturing sector. It is also vital for the safety of Connell's residents and schoolchildren.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration is outdated and inefficient. It was not designed for modern unit trains nor the volume of demand coming from new and existing manufacturing and agricultural industries in Central Washington. The Connell Rail Interchange needs to be upgraded to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.

The City of Connell itself is a small, rural community. It does not have access to local funding to finalize engineering and construction of this vital project.

Currently, 42 trains per day run through Connell. Projections show that the number will exceed 90 trains per day by 2035. When trains are being reconfigured at the interchange, it impacts the efficient movement along the entire BNSF mainline corridor, which connects the mid-west to ports along the Columbia River, Oregon and Washington. Importantly, rail movement in the interchange impedes the movement of residents, travelers and emergency vehicles through the City of Connell.

Without a new and improved rail interchange at Connell, the existing conditions there will create a choke/pinch point which could adversely impact rail velocity on the Northern Corridor and hinder economic growth in several communities in the Columbia Basin.

I strongly encourage an investment now in our economy, in the safety of our residents, and for our citizens dependent on the safe and efficient movement of goods across the country. The BUILD grant will be leveraged with \$10 million of funding that has already been secured.

I urge support for the BUILD 2018 Grant Application submitted by the City of Connell for the Connell Rail Interchange.

Thank you for your attention to this matter.

Kind regards,

A handwritten signature in cursive script that reads "Mary Dye".

LEGISLATIVE OFFICE: 432 JOHN L. O'BRIEN BUILDING • PO BOX 40600 • OLYMPIA, WA 98504-0600 • 360-786-77942
E-MAIL: Mary.Dye@leg.wa.gov
TOLL-FREE LEGISLATIVE HOTLINE: 1-800-562-6000 • TDD: 1-800-635-9993 • www.leg.wa.gov

PRINTED ON RECYCLED PAPER



Washington State Legislature

July 18, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Dear Secretary Chao:

As Co-Chairs of the Washington State Legislature's rail caucus, we are urging approval of the City of Connell's BUILD 2018 grant request for relocating and upgrading the Connell Rail Interchange.

Our caucus was formed to review, promote and seek implementation of rail projects that result in economic growth, congestion relief, safety improvement and community benefits in Washington State.

The Connell Rail Interchange is an ideal example of such a project.

Washington State has joined with federal and private partners to invest and upgrade rail infrastructure in Central and Eastern Washington to bolster our ability to move agricultural and manufactures products to both domestic and international markets. Our collective efforts are succeeding.

Unfortunately, the Connell rail interchange is now a "pinch point" impeding those investments ability to increase the movement of goods in/out of this region.

The current interchange, connecting the Columbia Basin Railroad with the BNSF mainline, was not designed for modern unit trains nor the volume of shipping originating from new, and existing manufacturing and agricultural industries in Central Washington.

When trains are being reconfigured at the interchange, it impacts the efficient movement along the BNSF mainline corridor, which connects the mid-west to ports along the Columbia River, Oregon and Washington. Additionally, rail movement in the interchange impedes the movement of residents, travelers and emergency vehicles through the City of Connell.

This project will relocate the current rail interchange south of the City to an industrial location that is more suitable for the interchange yard. The yard will be able to handle unit trains and is designed to handle the growth of train movements expected through 2035. This will assist Washington's efforts to grow existing agriculture and manufacturing industries.

This project meets all the criteria for support from the rail caucus. It will spark economic growth, it will improve safety for both residents and travelers through Connell, it will allow for more rapid emergency response in Connell, and it will increase the nation, and state's, ability to move freight across the country.

Now is the time to make this important investment in our economy, in the safety of our residents, and for our citizens dependent on the safe and efficient movement of goods across the country. The BUILD grant will be leveraged with \$10 million of funding that has already been secured.

We urge support for the BUILD 2018 Grant Application submitted by the City of Connell for the Connell Rail Interchange.

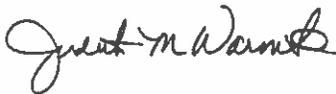
Sincerely,



Senator Maralyn Chase (D)
Co-Chair, Legislative Rail Caucus



Representative Matt Manweller (R)
Co-Chair, Legislative Rail Caucus



Senator Judy Warnick (R)
Co-Chair, Legislative Rail Caucus



Representative Mia Gregerson (D)
Co-Chair, Legislative Rail Caucus



Washington State Legislature

July 17, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Dear Secretary Chao:

Thank you for the opportunity to express support, and urge approval, for the City of Connell's application for BUILD 2018 grant to reconfigure and upgrade the rail interchange in the City of Connell. We represent Washington's 13th Legislative District. Our district's agricultural and manufacturing sectors are dependent on moving product via rail through the Connell rail interchange. Unfortunately, the interchange is now a "pinch point" that is impeding our region's ability to grow.

The Connell rail interchange is key to our region's economic development and growth. The current interchange, connecting the Columbia Basin Railroad with the BNSF mainline, was not designed for modern unit trains nor the volume of shipping demand originating from new, and existing manufacturing and agricultural industries in Central Washington.

Consequently, when trains are being reconfigured at the interchange, it impacts the efficient movement along the BNSF mainline corridor, which connects the mid-west to ports along the Columbia River and the Pacific Northwest. Additionally, rail movement in the interchange impedes the movement of residents, travelers and emergency vehicles through the City of Connell.

This project will relocate the current rail interchange south of the City to an industrial location that is more suitable for the interchange yard. The yard will be able to handle unit trains and is designed to handle the growth of train movements expected through 2035. This will assist our region efforts to grow existing agriculture and manufacturing industries. The project also leverages more than \$30 million of new rail investments at the Ports of Moses Lake and Port of Warden.

The City of Connell does not have access to local funding to finalize the engineering and construction of this vital project. Now is the time to make this important investment in our economy, in the safety of our residents, and for our citizens dependent on the safe and efficient movement of goods across the country. The BUILD grant will be leveraged with \$10 million of funding that has already been secured.

We urge support for the BUILD 2018 Grant Application submitted by the City of Connell for the Connell Rail Interchange.

Sincerely,

Handwritten signature of Senator Judy Warnick.

Senator Judy Warnick
13th Legislative District

Handwritten signature of Representative Tom Dent.

Representative Tom Dent
13th Legislative District

Handwritten signature of Representative Matt Manweller.

Representative Matt Manweller
13th Legislative District



**Washington State
Department of Transportation**

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310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 16, 2018

The Honorable Elaine Chao
Secretary, U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao:

The Washington State Department of Transportation is pleased to support the City of Connell's 2018 BUILD grant application for the Connell Rail Interchange project.

The proposed project would replace the existing interchange that cannot efficiently handle growing freight volumes without affecting mainline operations and capacity. The project would improve the efficiency, capacity, and safety of the interchange between BNSF Railway and Columbia Basin Railroad, the shortline operator that serves the central Washington area.

An updated interchange will improve the way trains make their exchanges and will reduce the amount of time it takes for these movements to occur, resulting in faster, safer, and more efficient freight movement. In addition, the new configuration will allow for more timely train inspections and will reduce roadway delays while local residents wait for trains to clear the intersections.

I hope you will give this project serious consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar'.

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation



July 10, 2018

The Honorable Secretary Elaine L. Chao
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao:

I would like to extend my strong support for the City of Connell, Washington's 2018 Better Utilizing Investments to Leverage Development (BUILD) grant application for the Connell Rail Interchange project. This project is critical to economic growth and improving vitality to Eastern Washington's rural communities.

This project will improve the safety and efficiency of the rail connection linking a strategically significant agricultural region in the Columbia Basin to the BNSF Railway's mainline. The existing railyard, built 100 years ago, is too small and outdated for today's modern rail operations. This results in trains blocking city streets while they are broken down and rebuilt. It also leads to shipment delays and inefficient train operations, driving up transportation costs and reducing the ability to reach markets only viable by rail. Without the upgrades contemplated in this project, the growth in rail shipments experienced in recent history will cease, severely stunting future job growth for the rural communities in Central Washington.

Port Districts in Warden, Othello, Royal City and Moses Lake have developed and are executing on business plans that require increasing rail capacity to move goods into and out of the region. The success of these economic development opportunities are directly tied to the successful completion of this project.

We strongly support the 2018 BUILD application for the Connell Rail Interchange project to assist our state in strengthening its long-term competitiveness and encourage you to give this application favorable consideration.

Sincerely,

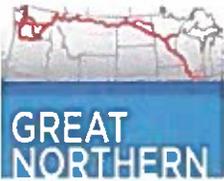
A handwritten signature in black ink that reads "Eric D. Johnson".

Eric D. Johnson
Executive Director

WASHINGTON PUBLIC PORTS ASSOCIATION

A TRADE ASSOCIATION REPRESENTING THE 75 PUBLIC PORT DISTRICTS IN WASHINGTON STATE

1501 Capitol Way S., Suite 304 | Olympia, WA 98501 | t: 360-943-0760 | f: 360-753-6176 | www.washingtonports.org



The Mission of the Great Northern Corridor Coalition is to

Promote a premier multi-state corridor by acting collectively to promote public policy, research, and multimodal infrastructure development that expands commerce and enhances safety on the corridor.

CORRIDOR COALITION P.O. Box 1255 Williston, North Dakota 58802 (360) 567-7521

Members:

Idaho Transportation
Department

July 17, 2018

Minnesota DOT

Montana DOT

North Dakota DOT

**The Honorable Elaine L. Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590**

Oregon DOT

Washington State
DOT

Wisconsin DOT

**Subject: City of Connell & Port of Moses Lake – Rail Interchange
Project Build Grant Program Application**

Federal Highways
Administration

Dear Secretary Chao,

BNSF Railway

The Northwest
Seaport Alliance

The purpose of this letter is to provide the Great Northern Corridor Coalition's support as a Project Co-Sponsor with the City of Connell and the Port of Moses Lake to secure federal funding for the above referenced BUILD grant application that constructs a relocated rail interchange yard and other safety improvements in the City of Connell, Washington.

Port of Everett

Port of Seattle

Port of Tacoma

Port of Grays Harbor

The Great Northern Corridor Coalition is a Multi-State, Multimodal Coalition which represents 8 States, 162 Counties and over 38 Million Americans. With the assistance of two FHWA Multi-State Corridor Operations and Management grants and our member contributions, we have been collaborating for several years to promote regional cooperation around Safety, Mobility, Economic Development and Project Prioritization and Support across the Great Northern Corridor.

Port of Vancouver,
USA

Port of Portland, OR

Port of Pasco

Port of Quincy

WA Public Ports
Association

Our collaboration with Coalition Members has helped to create a collective identification and prioritization of corridor enhancing projects that contribute to the seamless movement of freight and people across our great country. We are indeed a linked system!

Port of Northern
Montana

City of Spokane
Valley

The Connell Rail Interchange Project supports regional economic vitality by improving freight and passenger mobility, reducing the potential for critical rail crossing exposures and leverages Federal Funding through a robust public private partnership.

City of Connell

City of Moorhead

The Great Northern Corridor is an east-west artery for commerce that is a vital link in the nation's supply chain for agriculture, energy

products, raw materials and finished goods that support major U.S. Industries and consumer markets in our 8 states and provides a vital link for global trade. The underlying thread and primary focus of the Great Northern Corridor is the railroad and roadway infrastructure networks that connects the Great Lakes to the Pacific Northwest, and the Connell Rail Interchange Project certainly plays an important role as a shortline railroad connector that serves many other Central Washington Communities and Inland Washington Ports beyond just the City of Connell, WA.

The Connell Rail Interchange Project would add vital transportation mobility to our region and to the Great Northern Corridor. This project supports the Coalition's vision for "a globally competitive, multi-state and multimodal freight corridor consisting of a seamless road and rail network that promotes economic growth for neighboring communities and accommodates the demand for safe, efficient and environmentally sound transportation services."

We thank you for the opportunity to support this important project and urge your consideration for the Connell Rail Interchange Project funding from the BUILD grant program.

Sincerely,

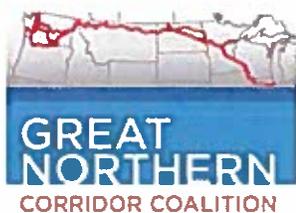


Curtis E. Shuck, Jr.

Executive Director

**Great Northern
Corridor Coalition**

P.O. Box 1255
Williston, North Dakota 58802
(360) 567-7521 / Mobile
www.greatnortherncorridor.org



CC: Maria Pena - City of Connell, Washington



July 16, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project

Dear Secretary Elaine Chao:

I am writing on behalf of Columbia Basin Railroad in strong support of a Build 2018 Grant for the Connell Rail Interchange infrastructure improvement project.

The Connell Rail Interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad Line, which intersects the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in eastern Washington. We provide service to Moses Lake, Wheeler, Schrag, Warden, Bruce, Othello and Connell in Grant, Adams and Franklin Counties.

In recent years, a significant amount of economic development has been occurring in communities on the Columbia Basin Railroad Line, especially in Grant and Adams Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural, industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin. Our customers employ nearly 7,000 people in Grant and Adams Counties.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration of the Interchange is outdated and inefficient. **As a result, the Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.**

The Connell Rail Interchange also sits on the Northern Corridor Rail Line, which is a key strategic freight transportation corridor that spans the northern US between the Pacific Northwest and the Midwest. The Corridor unifies the population centers of the Midwest and Pacific Northwest and is a critical logistics channel for goods produced or consumed in the Northern Tier.

Without a new and improved rail interchange at Connell, the existing conditions there will create a choke/pinch point which could adversely impact rail velocity on the Northern Corridor and hinder economic growth in several communities in the Columbia Basin.

In conclusion and for the above-mentioned reasons, Columbia Basin Railroad urges USDOT to approve the City of Connell's BUILD 2018 grant application to improve and upgrade the Connell Rail Interchange.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Brig Temple".

Brig Temple
President/CEO
Columbia Basin Railroad
111 University Parkway, Suite 200
Yakima, WA 98901



GRANT COUNTY INTERNATIONAL AIRPORT FOREIGN TRADE ZONE #203

T. 509.762.5363
F. 509.762.2713
PORTOFMOESLAKE.COM

July 16, 2018

Elaine L. Chao, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington D.C. 20590

Dear Secretary Chao,

The Port of Moses Lake urges support for the City of Connell's BUILD 2018 grant request for the Connell Rail Interchange project. The BUILD 2018 funding will provide the necessary resources to complete the Connell Rail Interchange project, which is vital to our Port, and to the rest of our region.

The Port of Moses Lake is in the process of designing and building the \$31 million Northern Columbia Basin Railroad (NCBRP) project with \$21 million from the State of Washington and \$9.9 million granted by the USDOT under the FASTLANE 2017 program. The NCBRP will bring rail service to the growing manufacturing sector around the Grant County International Airport and connect it to the BNSF main line railroad network.

The connection to the BNSF mainline; however, is through the outdated, and undersized Connell Rail Interchange. The current interchange cannot handle unit trains from the east and requires inefficient rail car movements to access the rail line serving the rural areas of Grant County and Central Washington (including the Port of Moses Lake). The interchange is now a major "pinch point" impacting the ability of the region's agricultural producers and manufacturers to move goods to, and from, domestic and international markets.

Additionally, because of the outdated configuration of the rail yard, rail car movements often impede the BNSF mainline from operating at peak capacity. This adds costs for accessing the rural areas dependent on the Connell Rail Interchange.

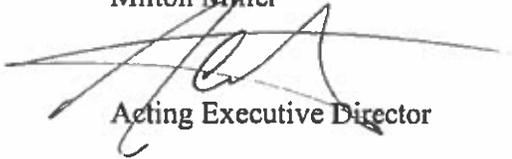
The Connell Interchange Project will move the current rail interchange south of the City of Connell to an industrial location and add new sidings to accommodate unit trains in use today. It will allow for the efficient movement of trains, and interchange of rail cars, without impeding rail traffic on the BNSF mainline. It will also improve the safety of residents and travelers

through the City of Connell by significantly reducing the frequency, and time, that the two intersections in the City are blocked.

This project will leverage the investment in the NCBRP for our region residents and industries.
Thank you for your consideration of this important project.

Sincerely,

Milton Miller

A handwritten signature in black ink, appearing to read 'Milton Miller', is written over the printed name. The signature is stylized and somewhat cursive.

Acting Executive Director



Port of Pasco Administrative Office
Phone: 509.547.3378
Fax: 509.547.2547
portofpasco@portofpasco.org
1110 Osprey Pointe Blvd.
Suite 201
P.O. Box 789
Pasco, Washington U.S.A. 99301

July 18, 2018

Port Commissioners
Jean Ryckman
James T. Klindworth
Vicki Gordon

Executive Director
Randy Hayden

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

RE: City of Connell & Port of Moses Lake – Rail Interchange Project BUILD Grant Program Application

Dear Secretary Chao:

The Port of Pasco unanimously supports the efforts of the City of Connell and Port of Moses Lake to secure federal funding to construct the BUILD grant application that will allow them to relocate a necessary rail interchange yard and other safety improvements in the City of Connell.

This project will benefit our region and the northern United States, as it further advances a seamless movement of freight and people across our country. The project will also foster job growth and commercial development in the region and will provide Franklin County businesses, primarily in agribusiness, food processing and related products, with better access to markets. It is critical to our economic vitality that this interchange be upgraded to improve access to rail shipping, but to improve safety for citizens and rail workers.

The Connell Rail Interchange Project will add vital transportation mobility to our region and the Port of Pasco supports this project wholeheartedly. This interchange is a crucial project to create a globally competitive, multi-state and multimodal freight corridor that ultimately benefits sellers and consumers of products shipped by rail, as well as enhancing public safety and improving efficiencies in the marketplace, as our goods are delivered globally from western seaports.

The Port of Pasco thanks you for your attention to this important project. It is a critical piece of the transportation system that will benefit all in the Pacific Northwest.

Sincerely,

Randy Hayden
Executive Director



July 17, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project

Dear Secretary Elaine Chao:

I am writing on behalf of the Port of Othello in strong support of a Build 2018 Grant for the Connell Rail Interchange Infrastructure improvement project.

The Connell Rail Interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad Line, which intersects the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in eastern Washington. The line provides service to Bruce, Moses Lake, Othello, Schrag, Warden, Wheeler and Connell in Adams, Franklin and Counties.

In recent years, a significant amount of economic development has occurred in communities on the Columbia Basin Railroad Line, especially in Adams and Grant Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural, industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin. Customers along this railroad line employ nearly 7,000 people in Adams and Grant Counties.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration of the Interchange cannot handle modern unit sized trains nor allow for rail car transfers without impacting the BNSF mainline. Its outdated, inefficient and is now the "pinch point" that impedes existing, and new, industries to increase shipments of goods to domestic and international markets. **The Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.**

The Connell Rail Interchange also sits on the Northern Corridor Rail Line, which is a key strategic freight transportation corridor that spans the northern US between the Pacific Northwest and the Midwest. The Corridor unifies the population centers of the Midwest and Pacific Northwest and is a critical logistics channel for goods produced or consumed in the Northern Tier.

Without the new and improved rail interchange at Connell, the existing conditions there will create a choke/pinch point, which could adversely impact rail velocity on the Northern Corridor and hinder economic growth in several communities in the Columbia Basin

In conclusion and for the above-mentioned reasons, The Port of Othello urges USDOT to approve the City of Connell's BUILD 2018 grant application to improve and upgrade the Connell Rail Interchange.

Thank you for your consideration of this request.

Sincerely,

Chris Faix
Executive Director



P.O. Box 841 • Warden, WA 98857
Phone / Fax: (509) 349-2480

July 16, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project

Dear Secretary Elaine Chao:

I am writing on behalf Grant County Port District No. 8 (Port of Warden) in strong support of a Build 2018 Grant for the Connell Rail Interchange Infrastructure Improvement project.

The Connell Rail Interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad (CBRW) line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad Line, which intersects the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in eastern Washington. The line provides service to Moses Lake, Wheeler, Schrag, Warden, Bruce, Othello and Connell in Grant, Adams and Franklin Counties.

In recent years, a significant amount of economic development has been occurring in communities on the Columbia Basin Railroad Line, especially in Grant and Adams Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural, industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin. Customers on the CBRW line employ nearly 7,000 people in Grant and Adams Counties.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration of the Interchange cannot handle modern unit sized trains nor allow for rail car transfers without impacting the BNSF mainline. Its outdated, inefficient and is now the "pinch point" that impedes existing, and new, industries to increase shipments of goods to domestic and international markets. **The Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.**

The Connell Rail Interchange also sits on the Northern Corridor Rail Line, which is a key strategic freight transportation corridor that spans the northern US between the Pacific Northwest and the Midwest. The Corridor unifies the population centers of the Midwest and Pacific Northwest and is a critical logistics channel for goods produced or consumed in the Northern Tier.

The existing conditions at the Connell Rail Interchange create a choke/pinch point which could adversely impact rail velocity on the Northern Corridor and hinder economic growth in the rail served communities in the Columbia Basin. Without a new and improved rail interchange at Connell, this will not improve.

In conclusion, we urge USDOT to approve the City of Connell's BUILD 2018 grant application to improve and upgrade the Connell Rail Interchange.

Thank you for your consideration of this request.

Sincerely,

Pat Millard
Port of Warden
Manager
PO Box 841
Warden, WA 98857



OFFICE OF COUNTY COMMISSIONERS

509-659-3236
210 West Broadway Avenue, Ritzville, Washington 99169

John N. Marshall, District 1
Roger L. Hartwig, District 2
Terrance J. Thompson, District 3
Patricia J. Phillips, Clerk of the Board, Executive Services Manager

July 18, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: **Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project**

Dear Secretary Chao:

I am writing on behalf of Adams County in strong support of a Build 2018 Grant for the Connell Rail Interchange Infrastructure Improvement project.

The Connell Rail interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad line, which intersects the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in eastern Washington. The line provides service to Bruce, Moses Lake, Othello, Schrag, Warden, Wheeler and Connell in Adams, Franklin and Grant Counties.

In recent years, a significant amount of economic development has occurred in communities on the Columbia Basin Railroad line, especially in Adams and Grant Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural, industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin. Customers along this railroad line employ 7,000 people in Adams and Grant Counties.

The Connell Rail interchange was built nearly 100 years ago. The configuration of the interchange cannot handle modern unit sized trains nor allow for rail car transfers without impacting the BNSF mainline. It's outdated, inefficient, and is now the "pinch point" that impedes existing, and new, industries' ability to increase shipments of goods to domestic and international markets. **The Connell Rail interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.**

The Connell Rail interchange also sits on the Northern Corridor Rail line, which is a key strategic freight transportation corridor that spans the northern U.S. between the Pacific Northwest and the Midwest. The Corridor unifies the population centers of the Midwest and Pacific Northwest and is a critical logistic channel for goods produced or consumed in the Northern Tier.

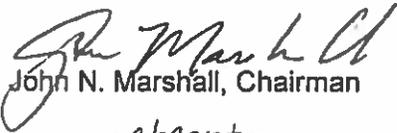
Without the new and improved rail interchange at Connell, the existing conditions have created a choke/pinch point, which adversely impacts rail velocity on the northern Corridor and hinders economic growth in several communities in the Columbia Basin.

In conclusion, and for the above-mentioned reasons, Adams County urges USDOT to approve the City of Connell's BUILD 2018 Grant application to improve and upgrade the Connell Rail Interchange.

Thank you for your consideration of this request.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
ADAMS COUNTY, COMMISSIONERS


John N. Marshall, Chairman

- absent -

Roger L. Hartwig, Vice-Chairman


Terrance J. Thompson, Commissioner



Stephen McFadden
Economic Development Director
425 East Main St., Ste. 300
Othello, WA 99344
Office: 509-331-2025
Mobile: 509-660-1062
stephenm@co.adams.wa.us
www.growadamscounty.com



July 18, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E. Washington, D.C. 20590

RE: **Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project**

Dear Secretary Elaine Chao:

We are writing on behalf of the Adams County Development Council in strong support of a Build 2018 Grant for the Connell Rail Interchange infrastructure improvement project.

The Connell Rail Interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad Line, which intersects the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in Eastern Washington. The line provides service to Bruce, Moses Lake, Othello, Schrag, Warden, Wheeler and Connell in Adams, Franklin and Grant Counties.

In recent years, a significant amount of economic development has occurred in communities along the Columbia Basin Railroad Line, especially in Adams and Grant Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural, industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin. Customers along this railroad line employ nearly 7,000 people in Adams and Grant Counties.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration of the Interchange cannot handle modern unit sized trains nor allow for rail car transfers without impacting the BNSF mainline. It's outdated, inefficient and is now a "pinch point" that impedes existing, and new, industries' ability to increase shipments of goods to domestic and international markets. The Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.

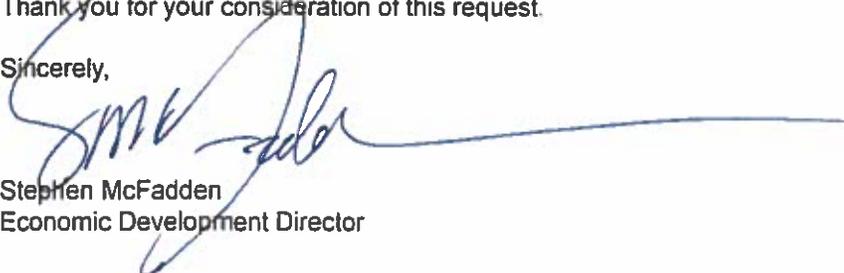
The Connell Rail Interchange also sits on the Northern Corridor Rail Line, which is a key strategic freight transportation corridor that spans the northern U.S. between the Pacific Northwest and the Midwest. The Corridor unifies the population centers of the Midwest and Pacific Northwest and is a critical logistics channel for goods produced or consumed in the Northern Tier.

Without the new and improved rail interchange at Connell, the existing conditions create a choke/pinch point, which adversely impacts rail velocity on the Northern Corridor and hinders future economic growth in several communities in the Columbia Basin

In conclusion and for the above-mentioned reasons, the Adams County Development Council urges USDOT to approve the City of Connell's BUILD 2018 grant application the Connell Rail Interchange project.

Thank you for your consideration of this request.

Sincerely,



Stephen McFadden
Economic Development Director



The City of Othello

500 East Main

OTHELLO, WASHINGTON 99344

Telephone (509) 488-5686
Fax (509) 488-0102

July 15, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E. Washington, D.C. 20590

RE: Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project

Dear Secretary Elaine Chao:

I am writing on behalf City of Othello in strong support of a Build 2018 Grant for the Connell Rail Interchange infrastructure improvement project.

The Connell Rail Interchange is a key rail interchange in Eastern Washington where the Columbia Basin Railroad line intersects with BNSF Railway's busy Lakeside Subdivision line, which runs between Spokane, WA and Pasco, WA. The Columbia Basin Railroad Line, which intersects the BNSF mainline at Connell, serves industries and the agricultural sector throughout the heart of the Columbia Basin in eastern Washington. The line provides service to Bruce, Moses Lake, Othello, Schrag, Warden, Wheeler and Connell in Adams, Franklin and Counties.

In recent years, a significant amount of economic development has occurred in communities on the Columbia Basin Railroad Line, especially in Adams and Grant Counties. Consequently, the Columbia Basin Railroad line has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural, industrial commodities and other cargo for 60 active rail shippers in the Columbia Basin. Customers along this railroad line employ nearly 7,000 people in Adams and Grant Counties.

The Connell Rail Interchange was built nearly 100 years ago, and the configuration of the Interchange cannot handle modern unit sized trains nor allow for rail car transfers without impacting the BNSF mainline. Its outdated, inefficient and is now the "pinch point" that impedes existing, and new, industries to increase shipments of goods to domestic and international

markets. The Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in rail cargo that is flowing to and through Connell.

The Connell Rail Interchange also sits on the Northern Corridor Rail Line, which is a key strategic freight transportation corridor that spans the northern US between the Pacific Northwest and the Midwest. The Corridor unifies the population centers of the Midwest and Pacific Northwest and is a critical logistics channel for goods produced or consumed in the Northern Tier.

Without the new and improved rail interchange at Connell, the existing conditions there will create a choke/pinch point, which could adversely impact rail velocity on the Northern Corridor and hinder economic growth in several communities in the Columbia Basin

In conclusion and for the above-mentioned reasons, the City of Othello urges USDOT to approve the City of Connell's BUILD 2018 grant application to improve and upgrade the Connell Rail Interchange.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Shawn R. Logan". The signature is written in a cursive style with a large, stylized 'S' and 'L'.

Mayor Shawn R. Logan
City of Othello



FRANKLIN COUNTY

BOARD OF COMMISSIONERS

BRAD PECK
DISTRICT 1

ROBERT E. KOCH
DISTRICT 2

RICK MILLER
DISTRICT 3

County Administrator Keith Johnson

July 16, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

RE: Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project

Dear Secretary Chao:

The Connell Rail Interchange project in Eastern Washington, specifically Franklin County, is a critical infrastructure project that benefits not only our region, but a significant area throughout the northern United States. Our County Board of Commissioners has unanimously supported the City of Connell's effort to generate adequate funding to bring this project to fruition, including committing of county economic development funds to assist in the writing of grants and proposals.

The project is critical to fostering job growth and commercial development in the region and will provide Franklin County businesses, primarily in agribusiness, food processing and related products, with better access to markets. The current interchange needs to be upgraded and enhanced to improve not only access to rail shipping, but to improve safety for citizens and rail workers.

Accordingly, we request your assistance and support for additional funding. We recognize that the total cost of the project is beyond the capacity of local funding yet the benefits derived also accrue to a much larger geographic region. While the City of Connell and Franklin County may be direct beneficiaries of completing the interchange, ultimately a new interchange will benefit sellers and consumers of products shipped by rail as well as enhance public safety and improve efficiencies in the marketplace, as our goods are delivered globally from western seaports.

Thank you for your attention to this important project and we look forward to assisting you in any way we can.

Sincerely,

Keith Johnson
Franklin County Administrator



6594 Patton Boulevard NE Moses Lake, WA 98837
Ph: 509.764.6579 Fax: 509.762.5161
www.grantedc.com

July 19, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: Support of Build 2018 Grant for Connell Rail Interchange Infrastructure Improvement Project

Dear Secretary Elaine Chao:

Please accept this letter as evidence of strong support from the Grant County Economic Development Council for a Build 2018 Grant for the Connell Rail Interchange infrastructure improvement project. The 2018 BUILD funding will provide the necessary resources to complete the Connell Rail Interchange project, which is vital to not only Grant County, but the whole Columbia Basin Region.

The existing interchange between the short line and the BNSF mainline in Connell was built 100 years ago and is inefficient for meeting existing rail customers' needs. The line currently serves 60 active shippers that collectively employ thousands of residents.

Large rail users include Simplot, Akzo Nobel, ConAgra LambWeston, REC Silicon, Western Polymer, and Basic American Foods. As these companies grow so does the pressure on the existing rail system. The Connell Rail Interchange needs to be upgraded and improved to accommodate the regional economic growth and the rail that is flowing to and through Connell.

The Port of Moses Lake is also undergoing a large improvement of the Northern Columbia Basin Railroad which will bring service to the growing manufacturing sector around the Grant County International Airport and connect it to the BNSF main line railroad network. This will add additional pressure on the already outdated Connell Rail Interchange as the large industrial companies around the Grant County International Airport will have access to rail for the first time. Therefore, moving the Connell Interchange south of the City of Connell to an industrial location will improve safety of residents and travelers and allow for the movement of trains, and interchange of rail cars, without impeding rail traffic on the BNSF mainline.

This investment will benefit the continued economic growth in Franklin, Adams and Grant Counties and will keep Eastern Washington's rail transportation system competitive for years to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Brant Mayo", with a stylized flourish at the end.

Brant Mayo
Executive Director
Grant County Economic Development Council



P.O. Box 147
4975 Road 13.5 SW
Royal City, WA 99357

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington D.C. 20590

July 24, 2018

RE: Support of BUILD 2018 Grant for Connell Interchange Infrastructure Improvement Project

Dear Secretary Chao;

The Connell Interchange Project is a critical piece of infrastructure in Eastern Washington where the Columbia Basin Railroad line intersects with the BNSF railroad, which runs between Pasco and Spokane.

The Port of Royal Slope rehabilitated the 26-mile Royal Slope Railroad that hadn't had freight traffic on it for over 25 years and have hired an operator. This line runs from Royal City to Othello where it interchanges with the Columbia Basin Railroad then goes to the Connell interchange and on to the BNSF.

The Columbia Basin Railroad line has become one of the busiest short lines in Washington State. With the start-up of our rail freight and the growth we see coming, we will be adding to the problem of the "pinch point" at the interchange. The Connell Rail Interchange needs to be upgraded and improved to accommodate the tremendous growth in freight rail that is flowing in and out of Connell.

Please support the BUILD 2018 Grant Application submitted by the City of Connell for the Connell Rail Interchange Project.

Sincerely,

Cathy Potter

Executive Director

Port of Royal Slope Commissioners:

Frank Mianiecki, Jr.

Alan Schrom

Davey Miller



BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

1622 Terminal Dr. • Richland, WA 99352
<http://bfcog.us>

Ph: (509)943-9185
Fax: (509)943-6756

July 18, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

RE: City of Connell Rail Interchange Project BUILD 2018 Grant Request

The Benton-Franklin Council of Governments (BFCG), as Metropolitan Planning Organization for the Tri-Cities Metropolitan Area, and Regional Transportation Planning Organization for Benton and Franklin Counties, supports the City of Connell BUILD 2018 grant request for the Connell Rail Interchange Project.

The proposed project would relocate the interchange from its current location south of Connell to an industrial location that is more suitable. Today, with 42 trains per day passing run through the city, the interchange is a bottleneck. It is anticipated that by 2035, this number will exceed 90 trains per day.

The realignment will reduce safety concerns associated with this outdated interchange and local schools. Additionally, the project will reduce the congestion at rail crossings that separate the city center and residential areas of Connell from first responders.

The project is identified in Transition2040 (T2040), the BFGC 2017-2040 Metropolitan/Regional Transportation Plan. T2040 Goals support this project: Goal #1, Safety and Security, calls for provision and improvement of the safety of transportation systems through design and operations, and Goal #4, Freight Movement and Economic Vitality calls for development of a transportation system that stimulates, supports and enhances the movement of people and goods to ensure a prosperous economy.

The Benton-Franklin Economic Development District, as designated by the U.S. Department of Commerce Economic Development Administration, has also included the Connell Rail Interchange Project in the annual Comprehensive Economic Development Strategy (CEDS) as a strategic and regionally significant economic development project for the region.

Thank you for the opportunity to support this critical project.

Sincerely,

Brian Malley
Executive Director