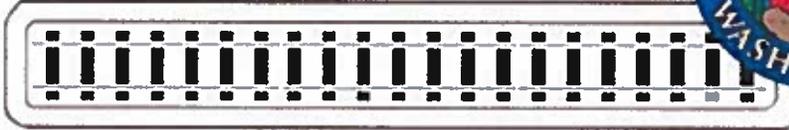


Connell Rail Interchange



*On-Track
For Growth!*



EASTERN
WASHINGTON'S
HARVESTLAND

APPLICATION



CERB Planning Grant Application

1. APPLICANT INFORMATION

City of Connell
104 E. Adams Street
Connell, WA 99326
Legislative District 9
Congressional District 4

2. CONTACT INFORMATION

Jed Crowther
City Administrator
509-234-2701
JCrowther@ConnellWA.org

3. PROJECT TITLE

Connell Rail Interchange – Feasibility, Preliminary Design & Cost Estimate

4. PROJECT DESCRIPTION

Goal

To improve and modernize rail infrastructure at the Connell Rail Interchange.

Summary

The Connell Rail Interchange Coalition has created remarkable collaboration to develop solutions. This project links with massive rail construction investment all along the Great Northern Corridor. A coordinated effort will achieve rail improvement, long-term sustainability, and economic growth.

The Connell Rail Interchange is located in the City of Connell in eastern Washington, as the Columbia Basin Railroad (CBRR) line intersects with Burlington Northern Santa Fe (BNSF). The Connell site provides access to a three-county region, abundant with agriculture and industry.

Our region needs a well-informed rail interchange study; to evaluate feasibility and prepare design. Rail congestion at Connell involves an outdated and undersized rail interchange configuration. The current downtown location impacts safety and causes extra delays at primary street crossings.

Our aim is to effectively update rail service for economic prosperity and vitality of our community. Our task is to resolve a bottleneck or pinch point; to improve safety and promote industry growth. Matching funds are pledged by up to eleven entities, with proportional benefit and participation.

5. SCOPE OF WORK

Feasibility

- +Optimize beneficial use of rail infrastructure
- +Target construction funding opportunities
- +Evaluate economic and employment impacts
- +Pursue public/private partnership solutions

Preliminary Design/Cost Estimate

- +Evaluate proposed concept plans
- +Identify suitable alternatives
- +Provide best option recommendations
- +Prepare preliminary design plans
- +Create construction cost estimates

6. ESTIMATED SCHEDULE

Task	Estimated Date
Consultant Service Chosen	May 2015
Consultant Begin Work	June 2015
Consultant Draft Report	Sept 2015
Consultant Final Report	Nov 2015
Consultant End Work	Dec 2015
Project Complete	Dec 2015

7. PROJECT BENEFITS

The Connell Rail Interchange study is a high-priority need which targets economic development. It has local value and regional benefit; with committed private partnerships and municipal support. Rail infrastructure improvements will add economic stability; with year-round, family wage jobs.

Short-term construction jobs would be generated initially to build a new Connell Rail Interchange. And then in turn, long-term business and industry growth is anticipated, which will add quality jobs. The study will evaluate feasibility, cost/benefit, preliminary design, and return on investment.

Agriculture, food processing, and industrial development is a major economic driver of our state. Diversity in large-scale economic development and exports is clearly evident in eastern Washington. Enhanced rail service will lessen roadway congestion; adding cost-competitive advantages/options.

Better freight mobility has proven to have a dynamic effect. Port of Warden sited the \$109 million Pacific Coast Canola plant, which relies on timely rail service and unit train capability. However, unit trains coming from Spokane must go all the way to Pasco and back, to turn west at Connell.

The importance of the Connell Rail Interchange goes well beyond the City of Connell, as it impacts economic prosperity all across the state. The study will gauge cost/benefit and return on investment. Expanded growth in rail traffic has heightened the need for modern improvements.

8. ACCOMPLISHMENTS

The pattern for a successful project is well underway. Key cornerstones are:

Communication – Collaboration – Commitment – Community

Legislators and state agency officials have given top-quality leadership, vision, and encouragement. Columbia Basin Railroad led collaborative efforts to improve regional rail infrastructure needs. Concept plans were developed which accommodate orderly use; by a new interchange location which would shift the switchyard into industrial areas; away from residential/school traffic patterns.

Connell Rail Interchange – Feasibility, Preliminary Design & Cost Estimate is the next step. Our purpose is to improve and modernize rail infrastructure at the Connell Rail Interchange. This goal will harness and attract economic development; to grow our region and our community.

Expected Accomplishments:

Legislative Advocacy – State Agency Support – Construction Funding

9. COMMUNITY IMPACT

The rail planning study is a switch point – to keep us on track and give direction for the future. The CERB Board can move that switch – to become a catalyst for economic prosperity and growth. This action is a credible and compelling goal – backed by a broad coalition of support – certainly a construction project in the making. But without funding, a critical opportunity lost.

10. REQUEST & MATCH FUNDING

Source	Amount	Status	Date Approved
CERB Grant Appl	\$50,000	Submitted Application on Jan 28	Mar 2015
City of Connell	\$ 1,000	Approved by City Council on Jan 20	Jan 2015
Columbia Basin Rail	\$ 5,000	Contribution Pledged	Jan 2015
BNSF Railroad	\$ 5,000	Contribution Pledged	Jan 2015
Port Districts	\$ 4,000	Contribution Pledged	Jan 2015
EDCs	\$ 2,000	Contribution Pledged	Jan 2015
Total Match Pledged	\$17,000	Contribution Pledged upon CERB Award	Mar 2015

11. OTHER SOURCE FUNDING

Source	Application Submitted	Outcome
Local Financing	Scope exceeds City budget capability	Best suited for Planning Grant application

12. CONSULTANT SELECTION PROCESS

The City of Connell will follow Request for Qualifications (RFQ) process. Upon objective review, the city will select a firm to perform the study and outline a work plan to keep all parties informed. Potential consultants: HDR Engineering, Tangent Services Inc., TBY Inc.

13. ECONOMIC DIVERSIFICATION

This CERB Planning Grant submittal is consistent with the City of Connell Comprehensive Plan, and pertains specifically to key goals and policies; in accordance with GMA Planning requirements. Goals and policies include: economic diversification, cost effective development, coordinated transportation planning, enhanced access to rail service, and top priority to transportation facilities.

14. INDUSTRY CLUSTERS

Agriculture, food processing, and industrial development are “locally-identified industry clusters” which stand to benefit from improved rail infrastructure at the Connell Rail Interchange.

15. SCOPE OF WORK DESCRIPTION

The Connell Rail Interchange study is a strategic plan – a vital link for economic development. Our mutual desire is to improve and modernize rail infrastructure at the Connell Rail Interchange. Section 5 outlines primary work objectives, and accomplishments are described in Section 8. Specific deliverables have been identified; for study reports and public outreach.

16. INFRASTRUCTURE CONSTRUCTION SUPPORT

Construction is targeted within the next 2-3 years; to synchronize with northern tier rail expansion. Now is the time to perform the study, in order to collectively pursue construction funding support. The study would evaluate and develop viable design routes, and give best option recommendations. It would identify timing and critical path, and target realistic construction funding opportunities.

17. PRIVATE INVESTMENT INTEREST

Matching funds are pledged by Columbia Basin Railroad and Burlington Northern Santa Fe. Matching funds are also pledged from five port districts, three EDCs, and the City of Connell. The Connell Rail Interchange is truly a collaborative effort which will benefit by CERB funding.

ATTACHMENTS

- A. Resolution
- B. Public Notification
- C. Evidence of ADO Support
- D. Other Support Letters
- E. Contact List
- F. Maps/Photos/Diagrams



January 23, 2015

Janea Eddy
Community Economic Revitalization Board
Program Coordinator

RE: Connell Rail Interchange CERB Planning Grant

Ms. Eddy and CERB Board Members,

Please accept this letter as evidence of strong local support from the Associate Development Organizations of Franklin, Adams, and Grant Counties for the City of Connell's application for a CERB Planning Grant. The City of Connell has taken the lead role in applying for this CERB Planning Grant that will result in a detailed feasibility study of the rail transportation needs and future growth along the Columbia Basin Railroad short line.

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. One of the most recent businesses to locate along the rail line is Pacific Coast Canola which built a \$109 million facility and relies on rail to deliver unit trains on a regular basis.

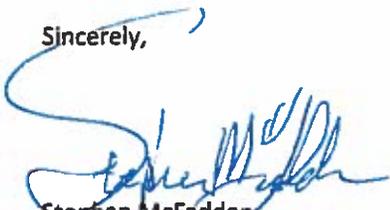
Other large rail users include Simplot, Akzo Nobel, ConAgra LambWeston, McCains, REC Silicon, Western Polymer, and Basic American Foods. As these companies grow so does the pressure on the existing rail system. There are a number of needed projects along the Columbia Basin railroad short line in Moses Lake, Warden, Othello, Bruce, Connell and other communities.

While each of these projects could be addressed on a case-by-case basis we believe that by working together in a regional partnership we can better support the needs of businesses. This ensures that economic development rail infrastructure projects serve the highest good throughout all three Counties.

Developing a comprehensive strategy for identifying, prioritizing, and completing these projects is critical to enable us to proactively meet the needs of business and allow for continued investment and job growth along the rail line. We ask that you award the full grant funding of \$50,000 being requested by the City of Connell so that this comprehensive strategy can be developed and implemented.

This investment will serve as a spring board for continued economic growth in Franklin, Adams and Grant Counties and will keep Eastern Washington's rail transportation system competitive for years to come.

Sincerely,



Stephen McFadden
Adams County Development Council



Jonathan Smith
Grant County Economic
Development Council



Carl Adrian
Tri-City Development Council



Washington State Senate

Olympia Address:
PO Box 40409
Olympia, WA 98504-0409
Phone: (360) 786-7620
FAX: (360) 786-1189
E-mail: Mark.Schoesler@leg.wa.gov

Senator Mark Schoesler
Senate Majority Leader
9th Legislative District

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

Washington State
Department of Commerce
P.O. Box 42525
Olympia, WA 98504-2525

January 20, 2015

**RE: CERB Planning Grant Application
City of Connell
Connell Rail Interchange**

Dear CERB Board & Staff:

Please give full and fair consideration to the Planning Grant application by the City of Connell for the Connell Rail Interchange. It has come to my attention that a broad coalition of support has been created for this project, and it is regionally significant for agriculture and industry.

With all of the recent economic development that has been occurring in Grant and Adams County over the past few years, the CBRR 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

I value the vitality of communities, families and businesses in Washington. I applaud the City of Connell's effort to advance economic development and the benefit to be obtained by a CERB Planning Grant. It is my understanding that the primary goal is to improve and modernize rail infrastructure at the Connell Rail Interchange, which spurs significant economic development.

Thank you,

Senator Mark Schoesler
Senate Majority Leader

State of
Washington
House of
Representatives



January 26, 2015

Washington State
Department of Commerce
P.O. Box 42525
Olympia, WA 98504-2525

RE: CERB Planning Grant – Letter of Support

CERB Board.

Thank you for giving full consideration to the CERB Planning Grant application by the City of Connell. We recognize the value of rail transportation planning for business and industry – and the positive impact for families and individuals in our district. We believe that a coordinated planning study will achieve rail efficiency and economic growth.

We strongly support rail infrastructure improvements at the Connell Rail Interchange to provide better safety and to handle increased freight. Our region needs a modern rail study to streamline flow, and to accommodate unit train delivery. Currently, unit trains coming from Spokane must go all the way to Pasco and back, in order to turn westward from Connell.

We are impressed with the teamwork and synergy of the rail coalition to seek improvement. We invite objective review of the application and request full CERB funding for this important project.

Respectfully,

Handwritten signature of Susan Fagan in black ink.

Representative Susan Fagan

Handwritten signature of Joe Schrick in black ink.

Representative Joe Schrick



Washington State Legislature

January 26, 2015

Washington State
Department of Commerce
ATTN: Janea Eddy
P.O. Box 42525
Olympia, WA 98504-2525

RE: CERB Planning Grant – Letter of Support

Janea:

As Legislators from the 13th Legislative District, we wholeheartedly support the CERB Planning Grant application by the City of Connell for the Connell Rail Interchange study. Businesses and industries within our district rely on rail infrastructure for delivery of goods and commodities; and we are confident that rail planning will be a boon for our communities.

Infrastructure improvements to the Connell Rail Interchange are expected to add efficiency and to expand rail use. Sixty active rail shippers utilize the Columbia Basin Railroad line and freight has grown dramatically; from 5,000 railcars per year to 12,000 railcars per year. The tremendous growth in rail cargo and volume has a positive impact on job growth and economic prosperity.

Our collective vision is to improve and modernize rail infrastructure for the economic prosperity of our region and the vitality of our communities. A planning study for the Connell Rail Interchange is needed in order to link with a national comprehensive strategy for rail expansion. The Connell Rail Interchange is a collaborative effort which will benefit by CERB funding. We welcome review and consideration.

Sincerely,

Handwritten signature of Senator Judy Warnick in black ink.

Senator Judy Warnick

Handwritten signature of Representative Matt Marweller in black ink.

Representative Matt Marweller

Handwritten signature of Representative Tom Dent in black ink.

Representative Tom Dent



Office: 1110 Osprey Pointe Blvd., Suite 201
MAIL TO: P.O. Box 700
Pasco, WA 99301
PHONE: 509.547.3378
FAX: 509.547.2547
portofpasco@portofpasco.org

PORT COMMISSIONERS:
James T. Klindworth
Ronald P. Reimann
Jean Ryckman

EXECUTIVE DIRECTOR:
Randy E. Hayden

January 22, 2015

Janea Eddy
Community Economic Revitalization Board
Program Coordinator

RE: Connell Rail Interchange CERB Planning Grant

Ms. Eddy and CERB Board Members,

The Port of Pasco supports the City of Connell's application for a CERB Planning Grant to study the feasibility of improving the Columbia Basin Railroad interchange with BNSF Railway. This support is not only evidenced by this letter, but our commitment of matching funds.

The Columbia Basin Railroad provides rail service to Grant and Adams Counties, and these counties and their resident businesses will be well served by improvements to the interchange that will enhance rail service. Improvements to the interchange could also benefit the City of Connell by lessening transportation congestion caused by current interchange configuration. Lastly, the proposed study will also examine increasing rail access in Connell.

The rail interchange is part of a larger effort to improve rail accessibility along the Columbia Basin Railroad short line. There are significant regional economic benefits to improving rail access. The line currently serves 60 active shippers that collectively employ thousands of residents in Grant and Adams Counties. Large rail users include Pacific Coast Canola, Simplot, Akzo Nobel, ConAgra LambWeston, McCains, REC Silcion, Western Polymer, and Basic American Foods. As these companies grow so does the pressure on the existing antiquated rail system.

The Port appreciates the CERB Board's support of our efforts to strengthen and diversify the Connell economy, and specifically thank the Board for their approval of the Port's recent CERB application. We are also aware that the Board encourages the economic benefits of its efforts to be spread across the state, as it rightfully should. We would like to assure the CERB Board that this proposal has a regional impact, most of which is in Grant and Adams County.

Sincerely,

James Klindworth
Board President



January 26, 2015

Washington State
Department of Commerce
P.O. Box 42525
Olympia, WA 98504-2525

RE: CERB Planning Grant – Letter of Support

CERB Board

The Othello Port District is in support of the CERB Planning Grant application by the City of Connell for the Connell Rail Interchange. We appreciate the value of rail transportation, as we work with many businesses and industries which need timely delivery by rail.

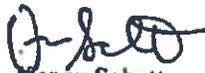
It is our understanding that the upcoming rail study will optimize rail infrastructure planning for our Port District and the entire three-county region. It will serve as a good foundational plan, to update access to the Columbia Basin Railroad line which serves Bruce and Othello.

Modern improvements are needed, including unit train capability. To explain, the siding track isn't long enough to turn directly from Connell. Consequently, unit trains coming from Spokane must go all the way to Pasco and back, in order to turn west from Connell.

We request thoughtful review of the application and approval of CERB funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenny Schutte".


Kenny Schutte
Chairman


Terry Thompson
Commissioner


Gary Weaver
Commissioner



GRANT COUNTY INTERNATIONAL AIRPORT FOREIGN TRADE ZONE 9701

T. 509.762.5363
F. 509.762.2713
PORTOFMOSESLAKE.COM

January 27, 2015

Washington State
Department of Commerce
ATTN: Janea Eddy, CERB Program Manager
P.O. Box 42525
Olympia, WA 98504-2525

RE: CERB Planning Grant – Connell Rail Interchange – Letter of Support

Ms. Janea Eddy & CERB Board:

The Port of Moses Lake encourages full consideration of the application by the City of Connell for a CERB Planning Grant to study feasibility and preliminary design of the Connell Rail Interchange. This project has outstanding regional merit and value, and our Port District has pledged matching funds to aid in completion of the study.

Our business and industry sector relies on timely rail delivery, to thrive economically. Important infrastructure issues need to be addressed at the interchange in Connell. Expanded growth in rail traffic has heightened the need for improvement. Modern rail design and delivery methods, including larger rail cars and unit train capability, will require improvement and upgrade.

The planning study will be a solid foundation, as we collectively work together to implement rail infrastructure improvements along the Columbia Basin Railroad line. We anticipate that good rail planning will spur significant economic development. For these reasons, we respectfully request approval of CERB funds for this project.

Best regards,

A handwritten signature in blue ink, appearing to read 'Jeffrey Bishop'.

Jeffrey Bishop
Executive Director



P.O. Box 841 • Warden, WA 98157
Phone / Fax (509) 349-2480

To whom it may concern,

I am writing on behalf of Grant County Port District No 8 (Port of Warden) in support of the City of Connell's request for CERB funds. The City of Connell's Rail Interchange Project would increase rail capacity and enhance rail service within the Port of Warden and other Port's and Cities in Grant, Adams, and Franklin Counties.

As a result of the economic and business growth in the Port of Warden, the Rail Interchange in Connell is needed to allow for the efficient loading and unloading of rail cars and movement of trains on the Columbia Basin Rail Line to and from Warden and other areas. In particular, our company continues to grow and we are increasingly using rail to ship our products either inbound or outbound.

Furthermore, with continued rising fuel costs in the United State, access to rail is becoming increasingly important in the expansion and the competitiveness of our company and for other businesses and industries in Washington State that need to competitively ship cargo fairly long distances (such as to major population centers in the Eastern United States) as rail on average is four times more fuel efficient than trucks.

In conclusion, we support the City of Connell's request for the Rail Interchange Project.

Thank you for your consideration of this important Interchange project.

Sincerely,

Pat Millard
Port of Warden, Manager



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

January 26, 2015

Washington State Department of Commerce
PO Box 42525
Olympia, WA 98504-2525

RE: CERB Planning Grant Application
Letter of Support for City of Connell
Connell Rail Interchange

CERB Board:

The Port of Royal Slope requests thoughtful consideration of the City of Connell's application in asking the State CERB Board for a planning grant to improve rail infrastructure where the Columbia Basin Railroad intercepts with the Burlington Northern Santa Fe Railroad located at the Connell interchange. This infrastructure was built nearly 100 years ago and can't handle the increased rail volume which now includes larger rail cars and unit trains. There is congestion at the rail interchange which makes for long delays and inefficient rail service.

The Port of Royal Slope just recently received funding from the State Transportation budget to rehabilitate the 26 mile railroad from Othello to Royal, known as the Royal Slope Railroad. The rehabilitation project has been completed and efforts are being made to acquire an operator. We will soon be adding to the congestion at the Connell interchange.

Agriculture/food processing is a major economic driver of our state and with over 690,000 tons of crops produced annually in our area alone, we could eventually add over 6,000 railcars if all the products were shipped by rail.

Having reliable, sustainable, and affordable rail service spurs economic growth. Rail service decreases the impact of trucks in roadway congestion, safety and the carbon foot print keeping our state "green".

Therefore, the Port of Royal Slope will contribute \$250 as matching funds for the CERB Planning Grant.

Sincerely,

Cathy Potter
Executive Director

Port of Royal Slope Commissioners:

Davey Miller, Chairman

Alan Schrom, Vice Chair

Frank Mianecski, Secretary



The City of Othello

500 East Main

OTHELLO WASHINGTON 99344

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

January 28, 2015

Washington State
Department of Commerce
P.O. Box 42525
Olympia, WA 98504-2525

RE: Letter of Support for City of Connell
CERB Planning Grant Application
Connell Rail Interchange

CERB Program Manager:

The City of Othello strongly encourages serious consideration of the City of Connell application for the Connell Rail Interchange. This project will study how to improve and modernize rail infrastructure; which in turn will promote expanded business opportunity and economic development for our region. Our communities will benefit by this public infrastructure support.

The City of Othello has a large component of industrial businesses which require rail use. We also have had interest from firms looking to locate but needing improved rail service in the area. Public/Private partnerships are paramount to successful communities, and to this project.

The Connell Rail Interchange is a collaborative effort which will:

- Improve freight mobility
- Retain and expand economic development
- Become a strategic investment for our region

For these reasons, we request that the CERB Board support the Connell Rail Interchange.

Thank you,

Shawn R. Logan, Mayor
City of Othello



FRANKLIN COUNTY

BOARD OF COMMISSIONERS

BRAD PECK
DISTRICT 1

ROBERT E. KOCH
DISTRICT 2

RICK MILLER
DISTRICT 3

Fred H. Bowen
County Administrator

February 4, 2015

Washington State
Department of Commerce
P.O. Box 42525
Olympia, WA 98504-2525

RE: CERB Planning Grant Application
By City of Connell – For Connell Rail Interchange

Dear CERB Board & Staff:

Thank you for reviewing the Planning Grant application by the City of Connell for the Connell Rail Interchange. It is our understanding that this project will study how to improve and modernize rail infrastructure, which spurs significant economic development.

The foresight to address rail transportation challenges is a collaborative effort that will benefit families and businesses within Franklin County. We appreciate the investment partnership of Department of Commerce programs to advance economic prosperity for our area.

In Franklin County, we recognize that improved rail service is vital for our communities and businesses. This project is regionally significant for agriculture and industry. We anticipate that improved freight mobility will add long-term sustainability and industry growth.

Please give full and fair consideration to the Planning Grant application for the Connell Rail Interchange.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON



Brad Peck, Chair



Rick Miller, Chair Pro-Tem



Robert E. Koch, Member

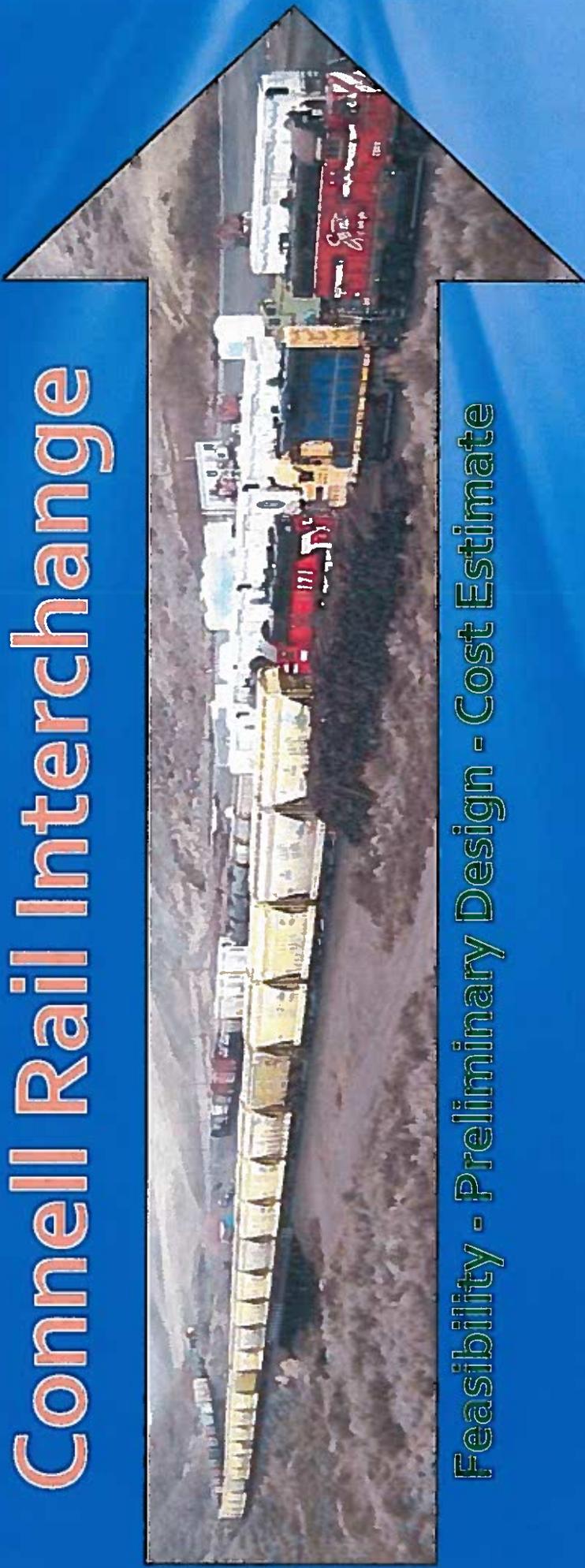
ATTEST:



Mary Wickens
Clerk of the Board



Connell Rail Interchange



Feasibility - Preliminary Design - Cost Estimate

CERB Planning Grant

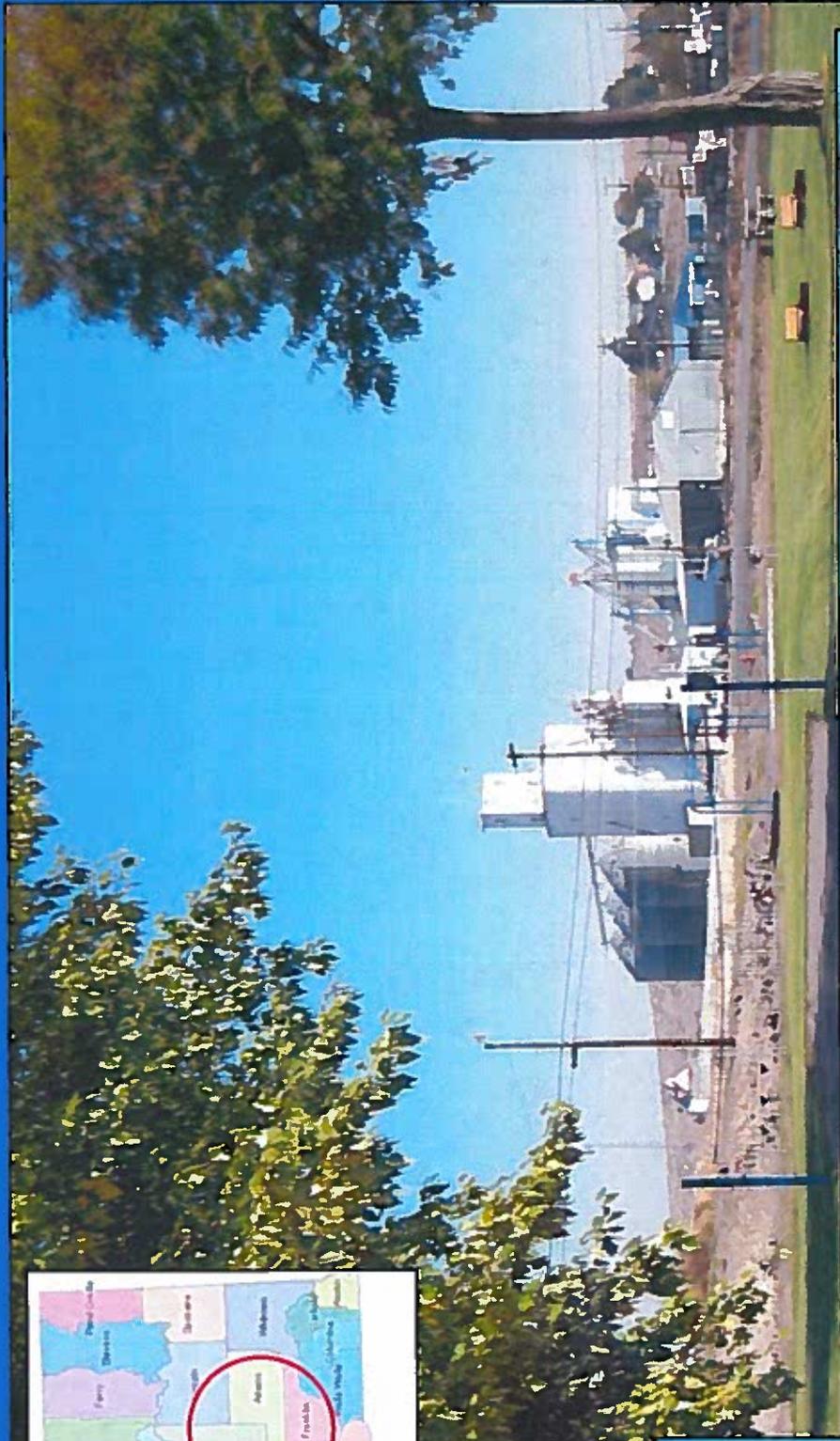
March 19, 2015



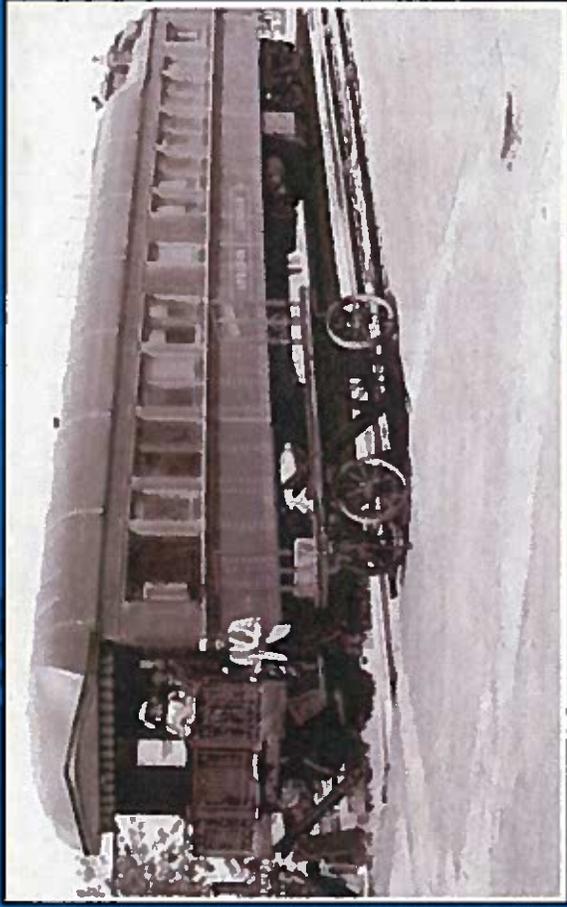
EASTERN
WASHINGTON'S
HARVESTLAND

CITY OF CONNELL



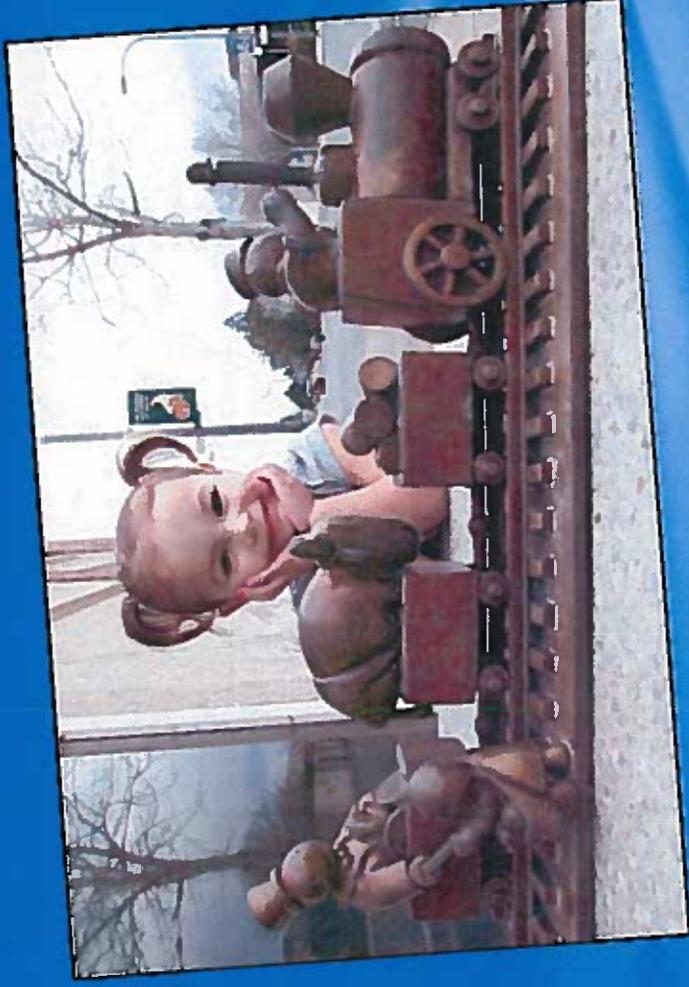
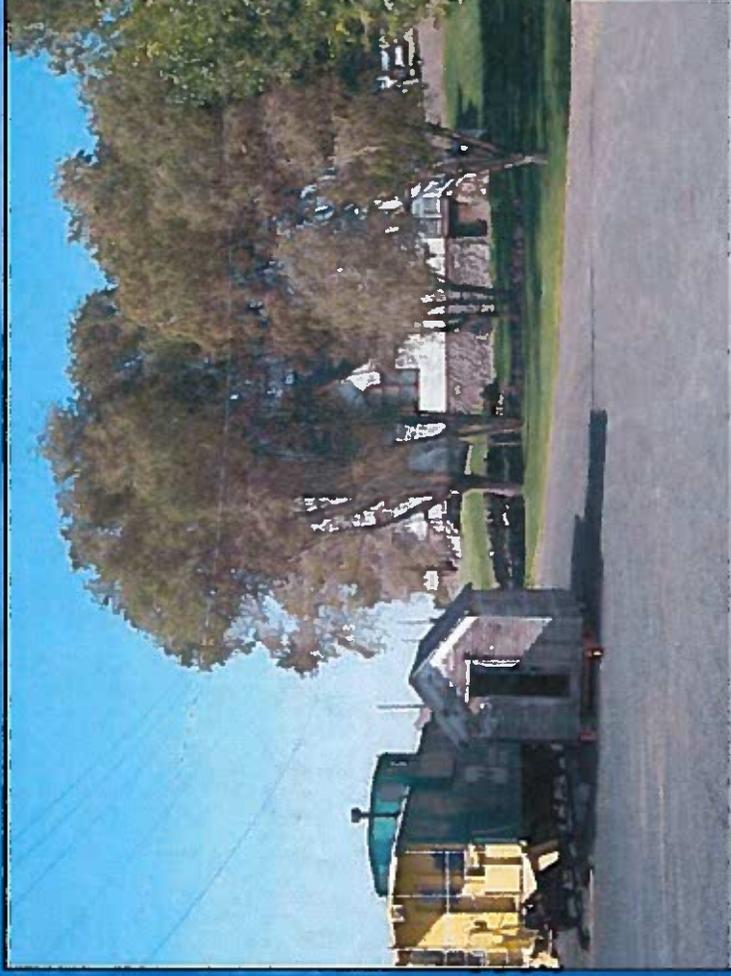


Rail CONNECTION



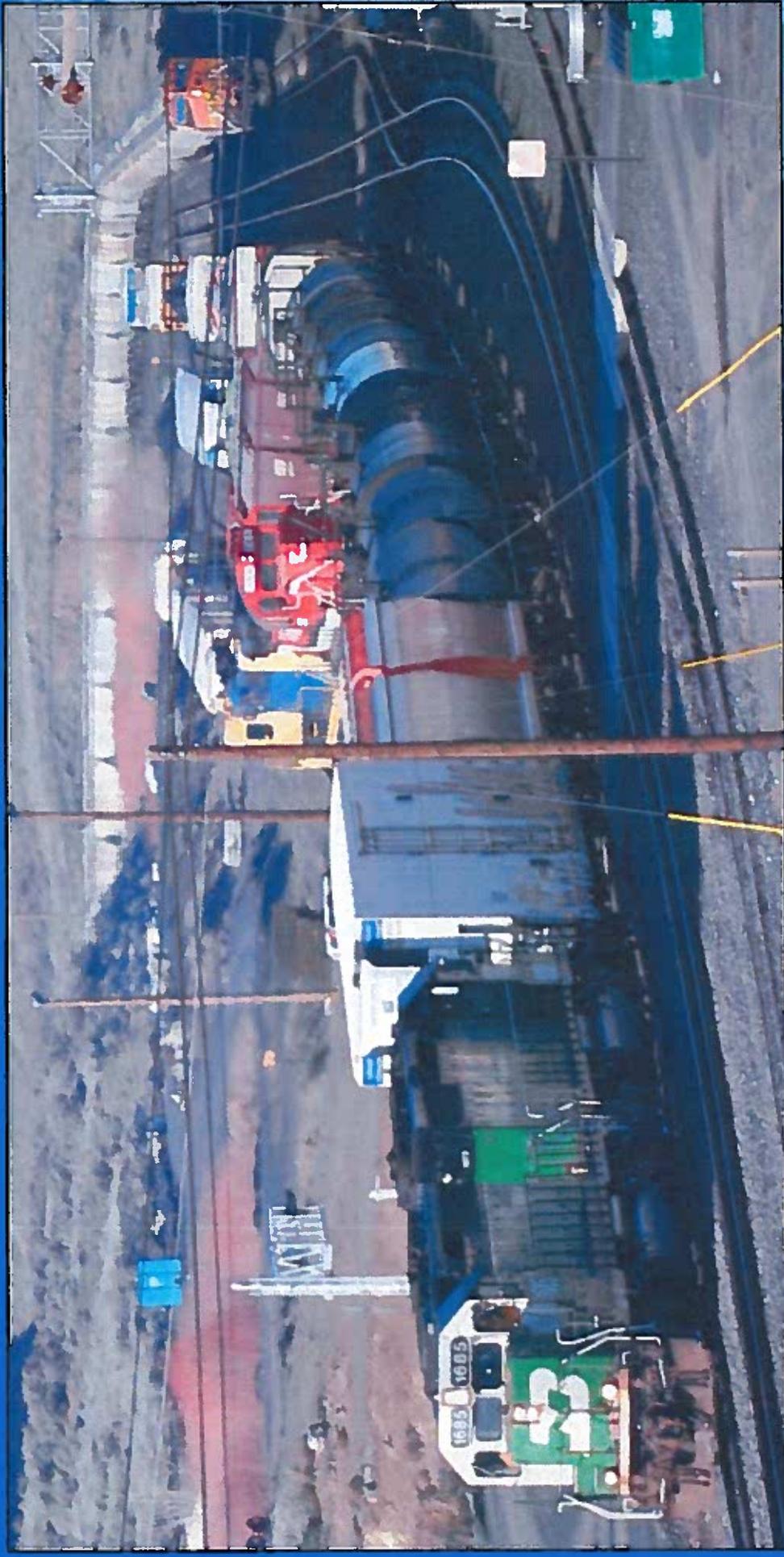
Rail HISTORY

"By 1901, the Northern Pacific Railroad had firmly established Connell as a town—named for one of its trainmen—and was incorporated in 1910."



GOAL → PLAN → ACTION

**To Improve and Modernize
Connell Rail Interchange**



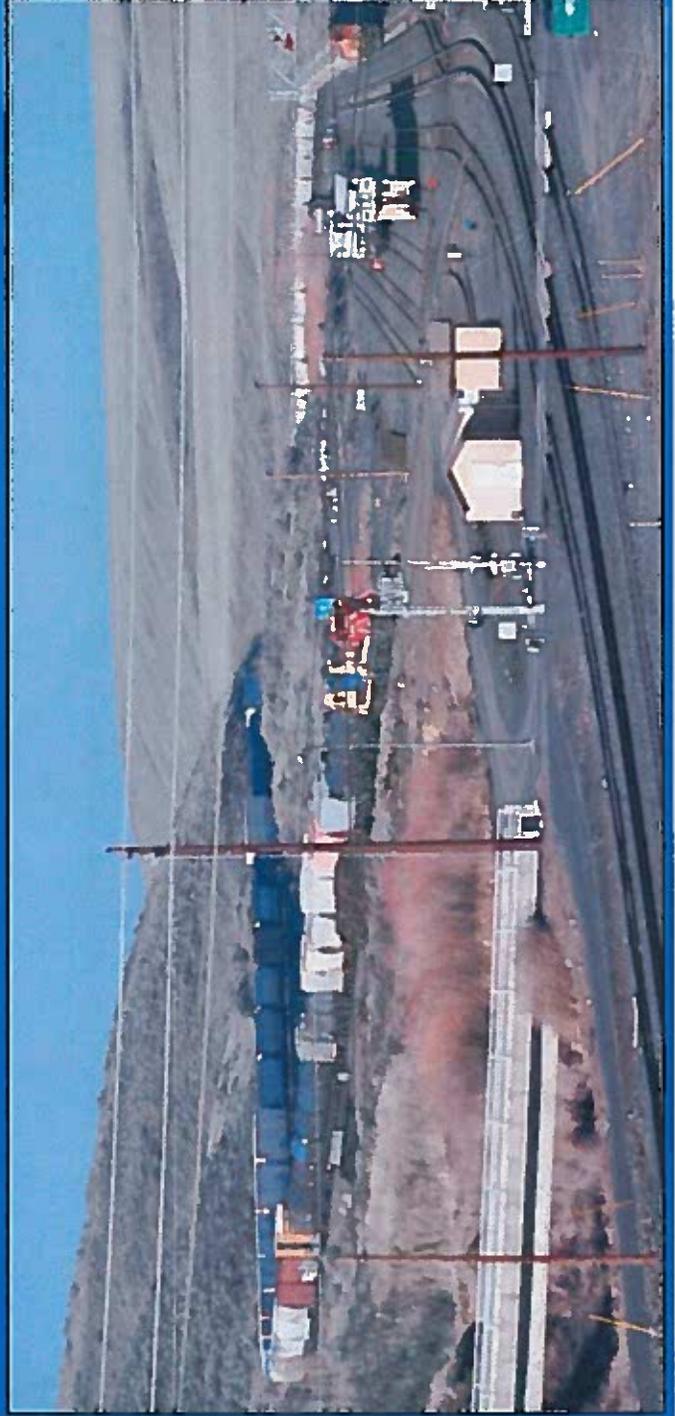
Rail GROWTH

CBRR Volume
5,000 → 12,000



BNSF →
CBRR →

... and CHALLENGE



Old Switchyard
CONSTRAINTS

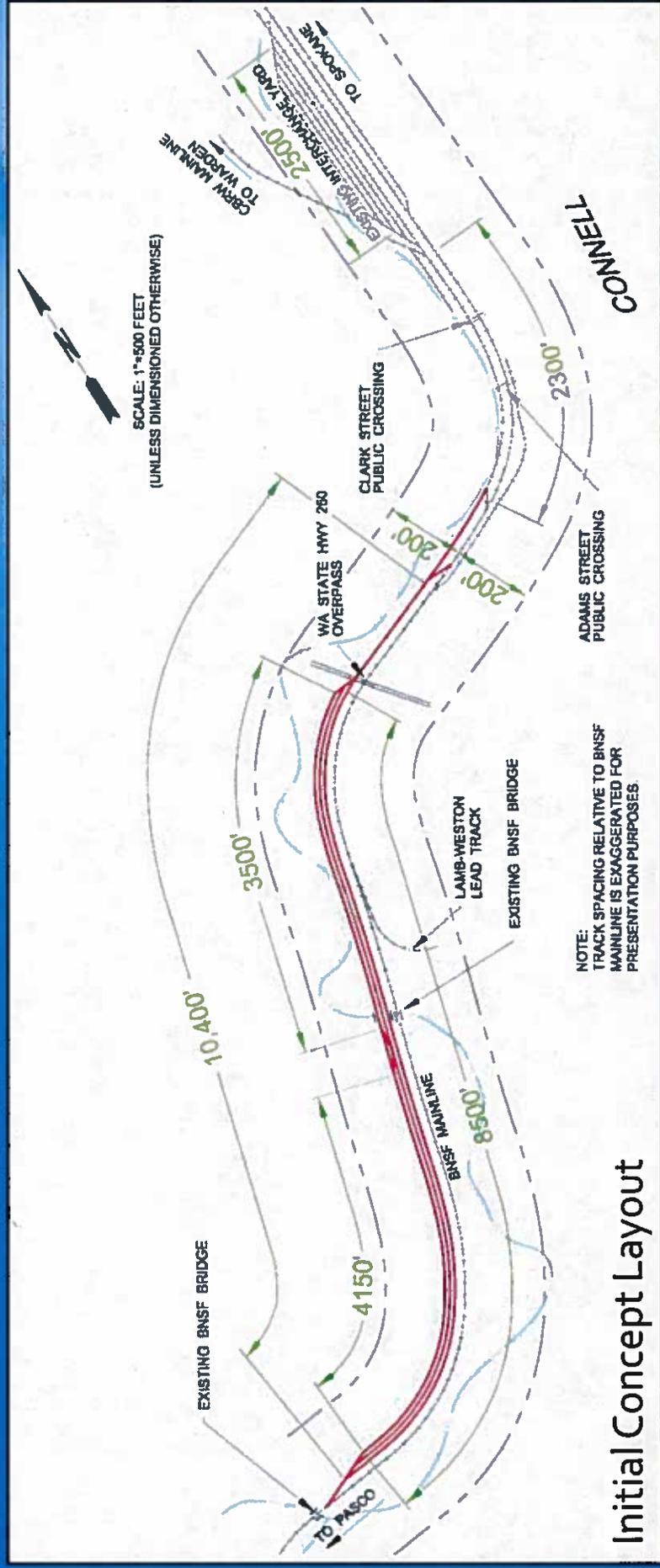
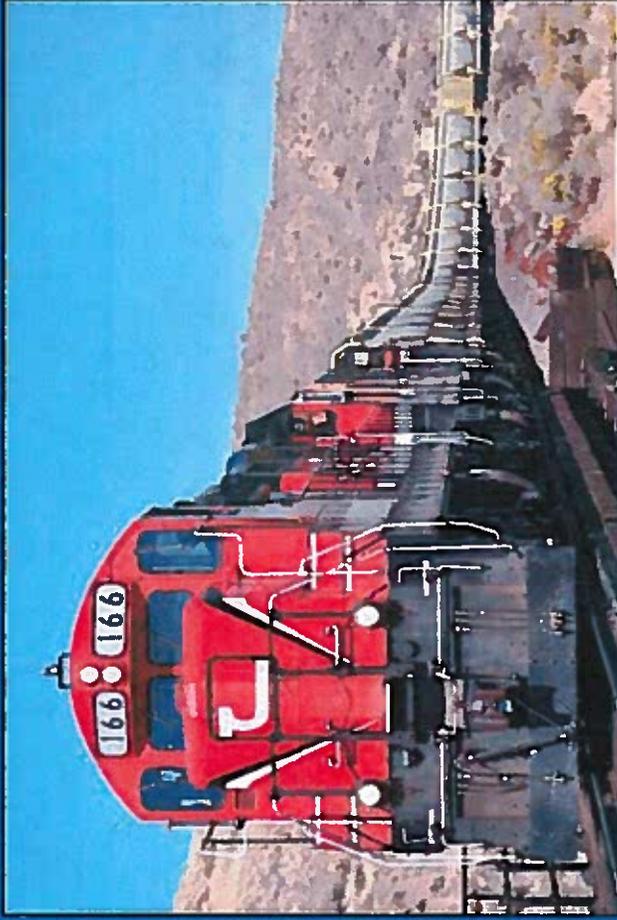
- Too Small
- Too Short
- Too Close
- Too Slow

Rail Crossing CONCERNS and DELAYS



Rail SOLUTIONS

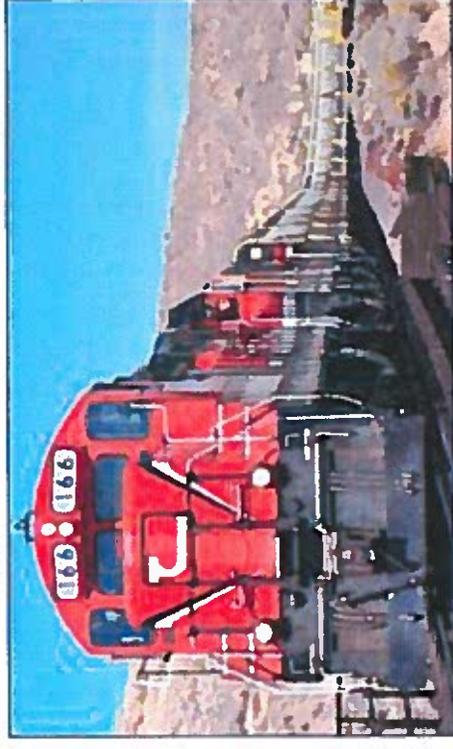
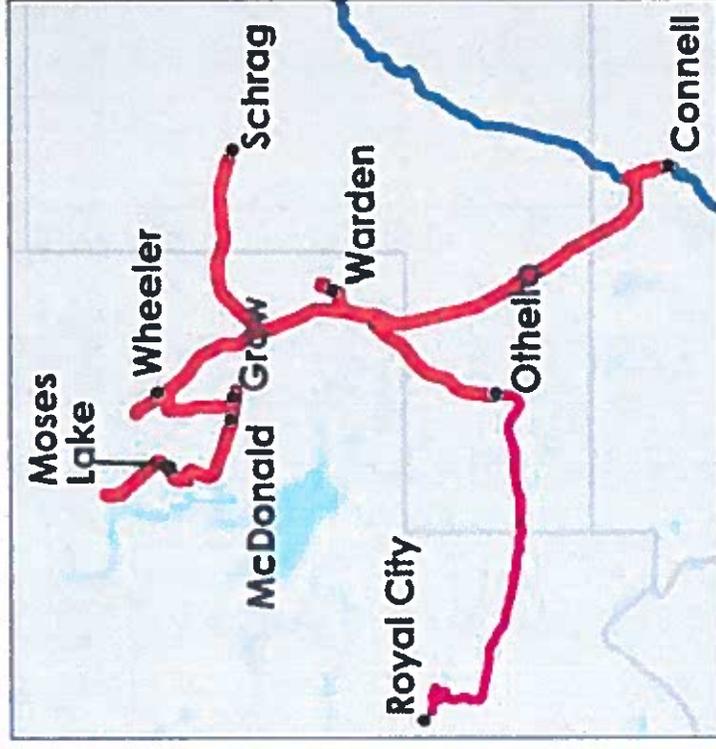
- + Communication
- + Collaboration
- + Commitment
- + Community



Initial Concept Layout

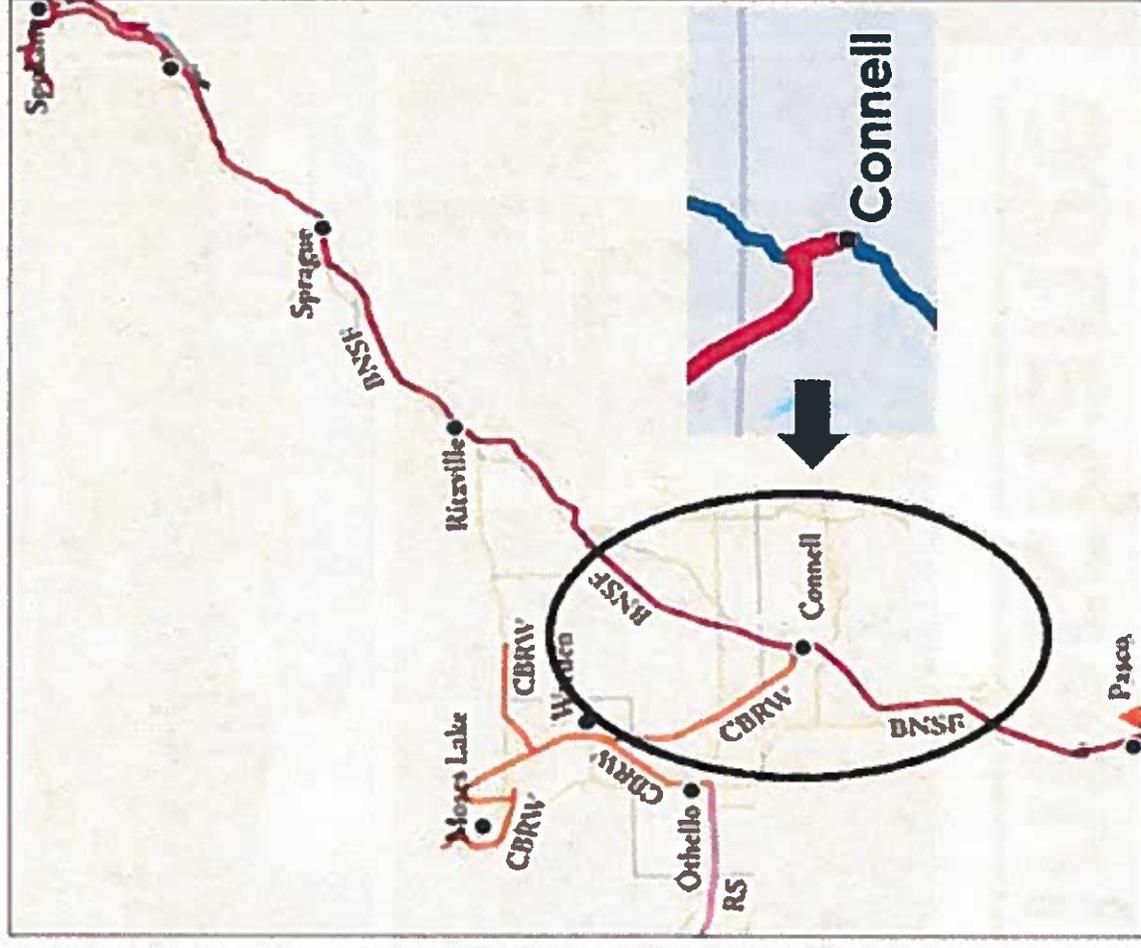
Columbia Basin Railroad

- Columbia Basin Railroad line hauls over 10,000 carloads annually of various agricultural and industrial commodities and other cargo.
- Serves 60 active rail shippers in the Columbia Basin which employ nearly 7,000 people in Grant and Adams Counties.



Connell Rail Interchange

Connell Rail Interchange:
is where the Columbia
Basin Railroad line
intersects with BNSF
Railway's Lakeside
Subdivision line, which
runs between Spokane
and Pasco, WA.



Connell Rail Interchange

The rail interchange at Connell was built nearly 100 years ago, and the configuration of the interchange is outdated and inefficient.

