



PORT OF BENTON



Rail Modernization & Intermodal Facility Update

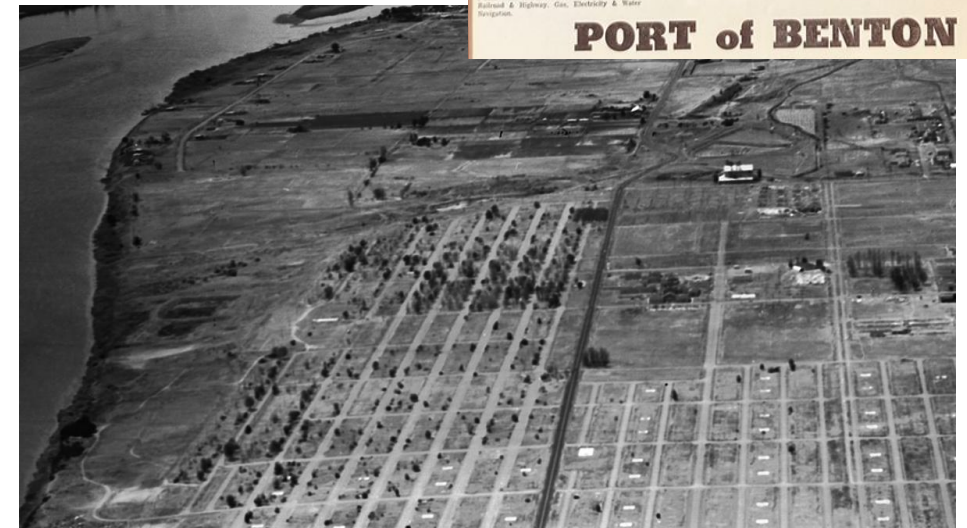


Ports in Washington State

Drive Economic Growth, Trade and Tourism

Port of Benton History

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



Page 9 TRI-CITY HERALD, May, 1962

There's A SITE for your PLANT!

PLUS FEATURES OF PORT OF BENTON

1. The U.S. Atomic Energy Commission Standard Works with 8,000 highly skilled workers covers the Northern Part of this Port District, with over 2,000 College Graduates and over 150 of these with PhD's.
2. The World's Largest Agricultural Experiment Station plus the highest degree of Agricultural Activity the year around.

NORTH SHORE SITE
290 Acres — available for Public Port and Industrial facilities.
— All Utilities in place
— Base Docks available
— Rail and Hiway to site
— 2 miles from Air Terminal
Long or short Term Leases.
Slack Water Navigation to site in 1967

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

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

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

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

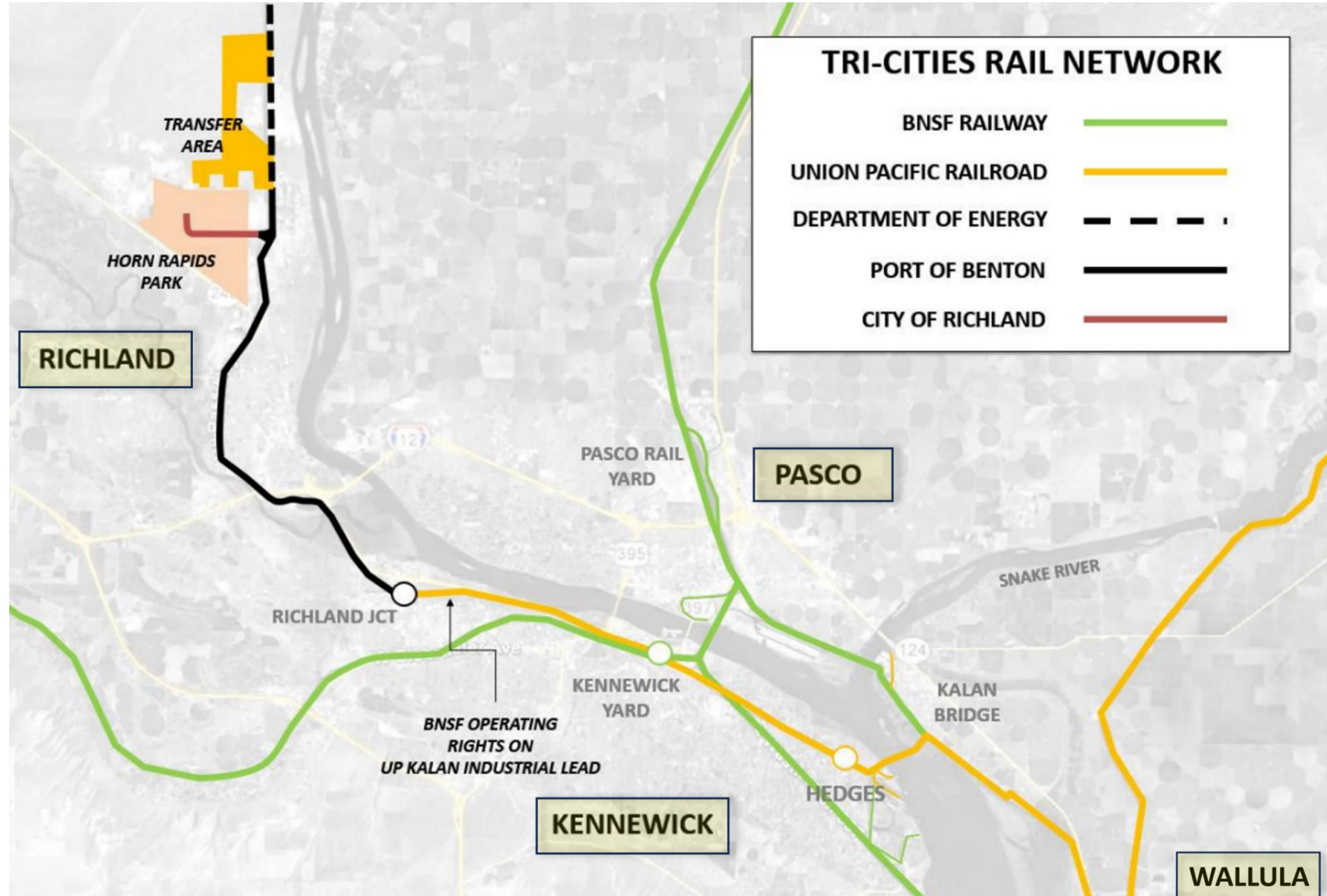
COMMISSIONERS
Roland Lindburg, Prosser
M. Harold Kinney, Richland
J. R. Hills, Richland
Cecil R. Albee, Secretary

PORT of BENTON



Tri-Cities Rail Network

Port Rail Black Solid Line on Map





Port of Benton Rail Line

Yellow Line on Map

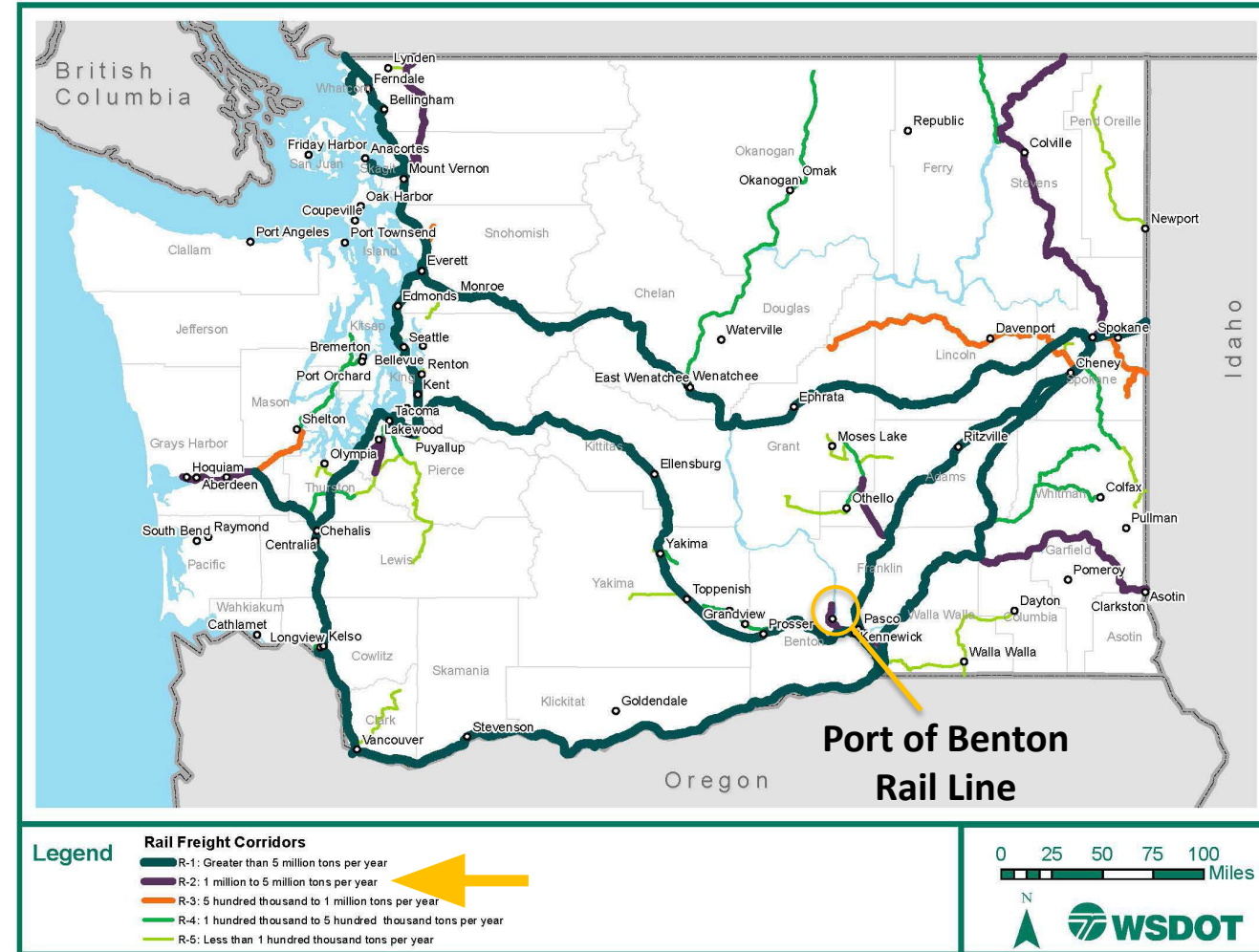
- Port's Southern Connection rail line runs from Columbia Center Blvd. in Kennewick to the south side of Horn Rapids Road in Richland
- 16 miles of track with 48,000 rail ties
- 4 bridges
- 10 at-grade rail crossings
- "At-grade" is a railroad crossing that intersects with vehicle traffic
- City of Richland Spur the red line working on interlocal to support this section of rail





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

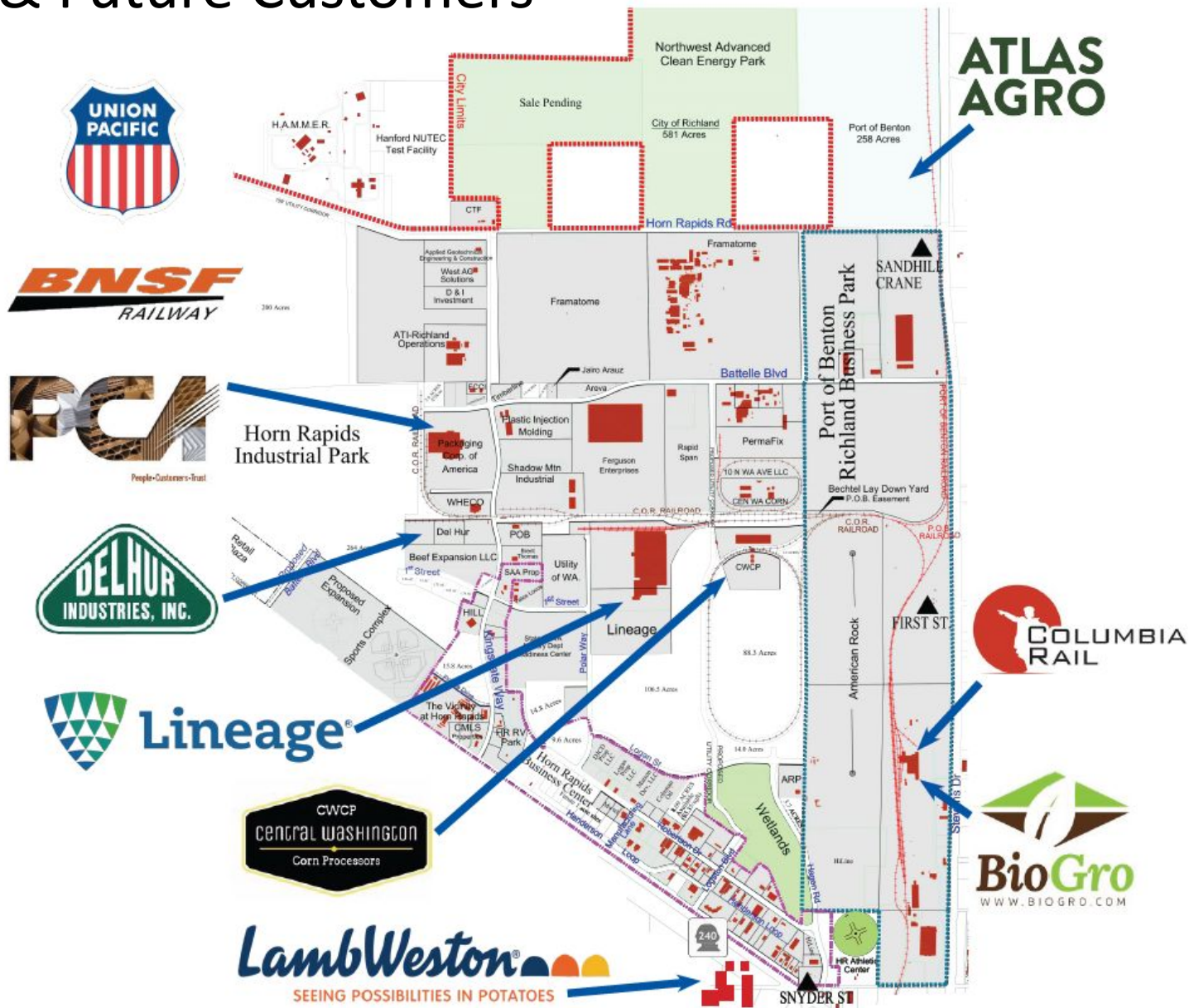
- Class I railroads Union Pacific and BNSF Railway use the Port's track to serve their customers
- More than 1.3 million tons of freight shipped annually on Port track
- Second highest annual tonnage of goods transported on a short line in the state
- An estimated 3,000 local jobs and 1.5 million statewide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





North Richland Port Rail Users

Existing & Future Customers





Rail Operations & Schedules

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



Owner			
BNSF Railway	City of Tacoma	Genesee and Wyoming	Port of Benton
BNSF/UP	City of Woodinville	Mount Vernon Terminal Railway	Port of Pend Oreille
Ballard Terminal Railroad	Clark County	OmniTrax	Port of Royal Slope
City of Seattle	Columbia Basin Railroad	Patriot Rail	Rainier Rail
			Sound Transit
			Spokane County
			US Department of Energy
			Union Pacific Railroad (UP)
			WSDOT
			Watco
			Yakima County



Rail Line History

Courtesy U.S. Department of Energy



Southern Connection Rail Line History

DOE Owns Rail Line Until 1998

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



Courtesy U.S. Department of Energy, 1944



Courtesy U.S. Department of Energy, 1963



Southern Connection Rail Line History

DOE Transferred Rail to Port in 1998

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



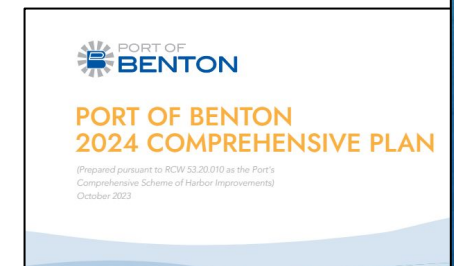
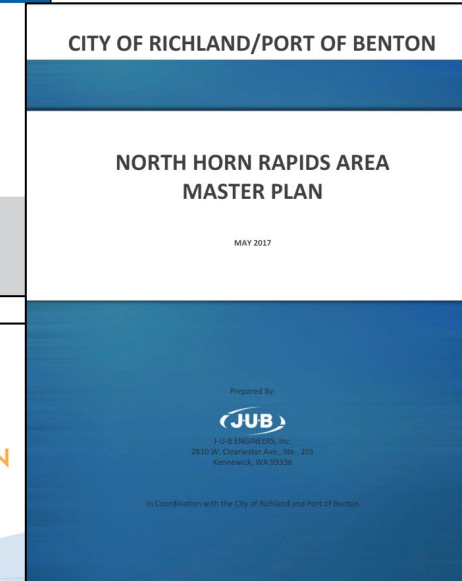
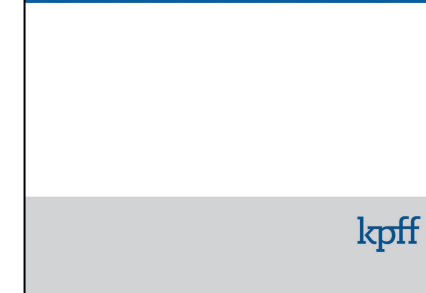
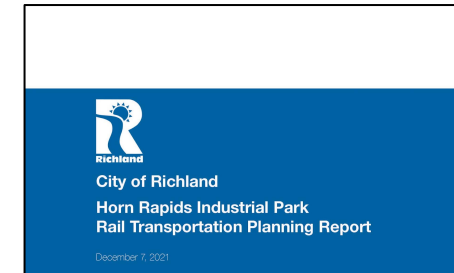


Project Plans

Planning Supports Economic Vitality

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

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





Rail Intermodal Facility Project

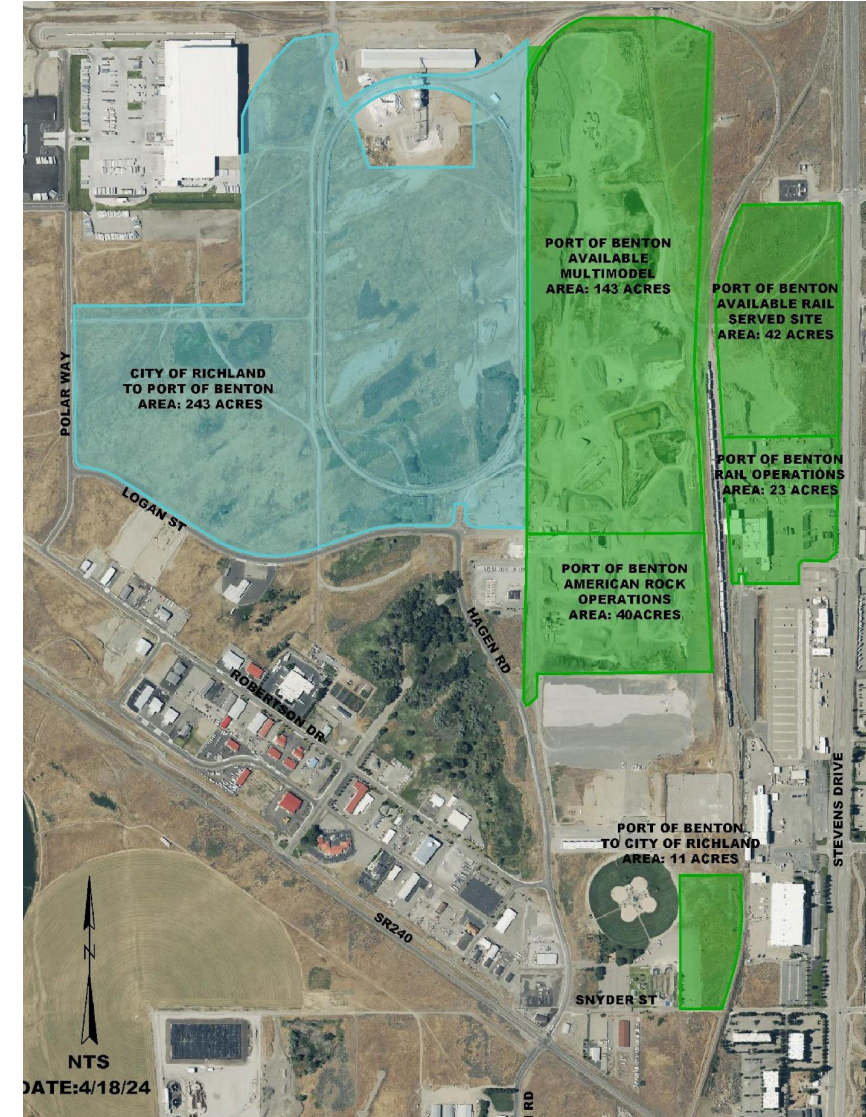


Planned Northwest Intermodal Facility

Supporting the Growth of Local Industries

- A planned rail-served distribution and transload hub
- Will drive additional private-sector investment, creating jobs
- Port and City of Richland working on a jointly recommended industrial land swap between the entities scheduled to close by the end of the year
 - cultural resources assessment complete
 - updated traffic study underway
 - meetings with Class 1's underway
- RFQ for Intermodal operator currently out

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





Planned Northwest Intermodal Facility

Why Rail?

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

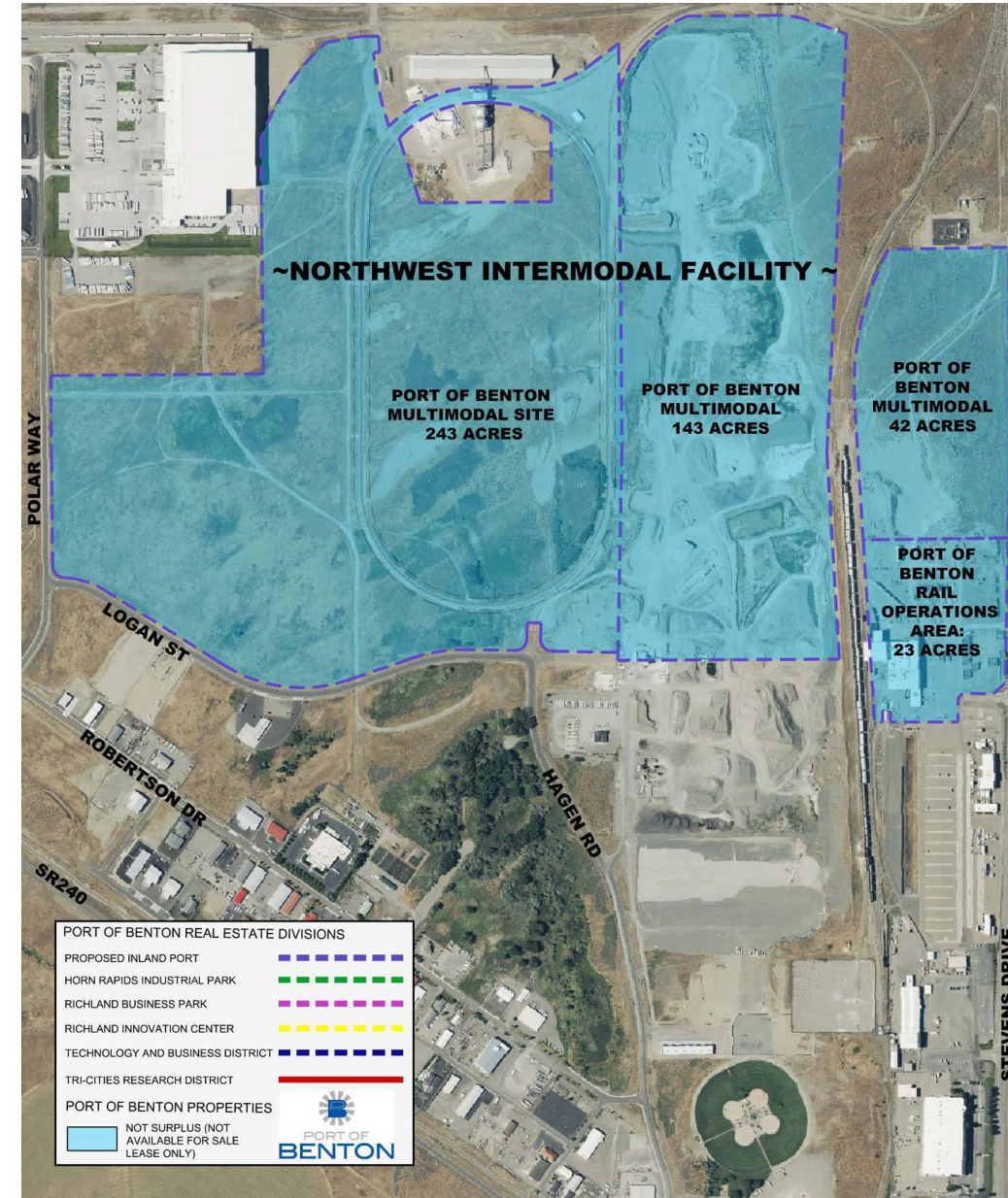




Planned Northwest Intermodal Facility

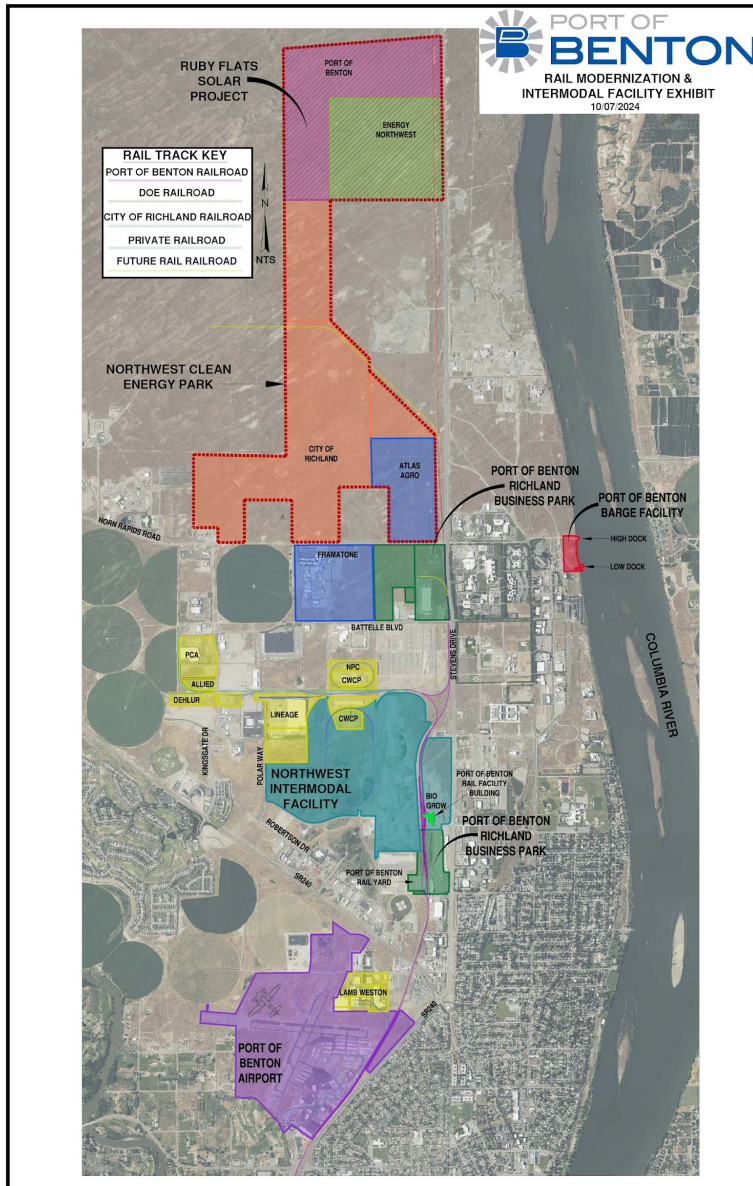
A Critical Link in the Supply Chain

- Site: Intermodal 450 acres, light blue main area and loop track
- Plans include:
 - Constructing additional track, warehouse storage buildings
 - Installing handling equipment to move containers and truck trailers on and off trains
 - Leveraging Port locomotive repair facility for rail-related companies and activities
- Infrastructure planning underway, construction anticipated to begin in 2025 - 2026





Green Trade Corridor



- Success to us is balanced cargo-imports and export
- We have a great workforce -region is young, ag tech innovation and clean energy
- We can provide a reliable and scalable service from rail 24/7 to improve truck cycle times.
- We have a long-term vision and spending plan beyond this site



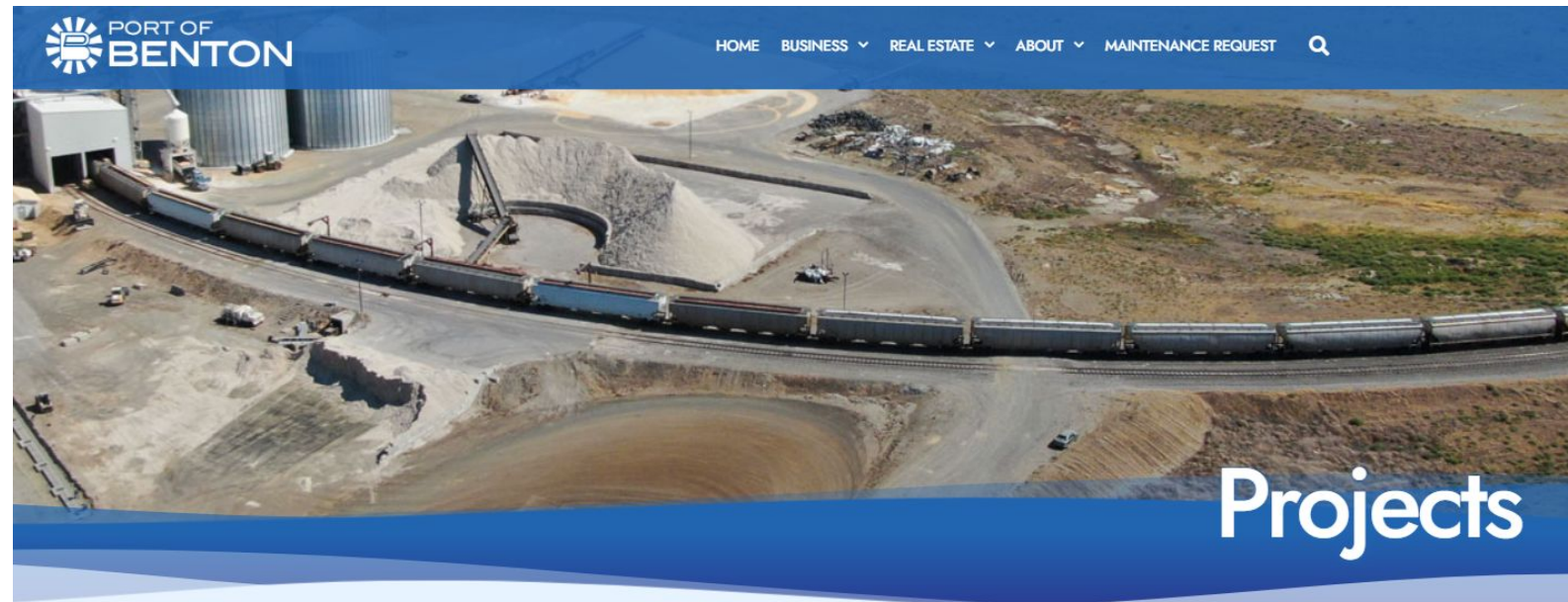
Thank You to Our Partners!





For Information on Port Projects

PortofBenton.com/Projects



What's Happening at the Port

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

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

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





Thank You for Your Interest & Involvement!



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