



**Port of
Whitman
County**

**Joseph Poire`
Executive Director**

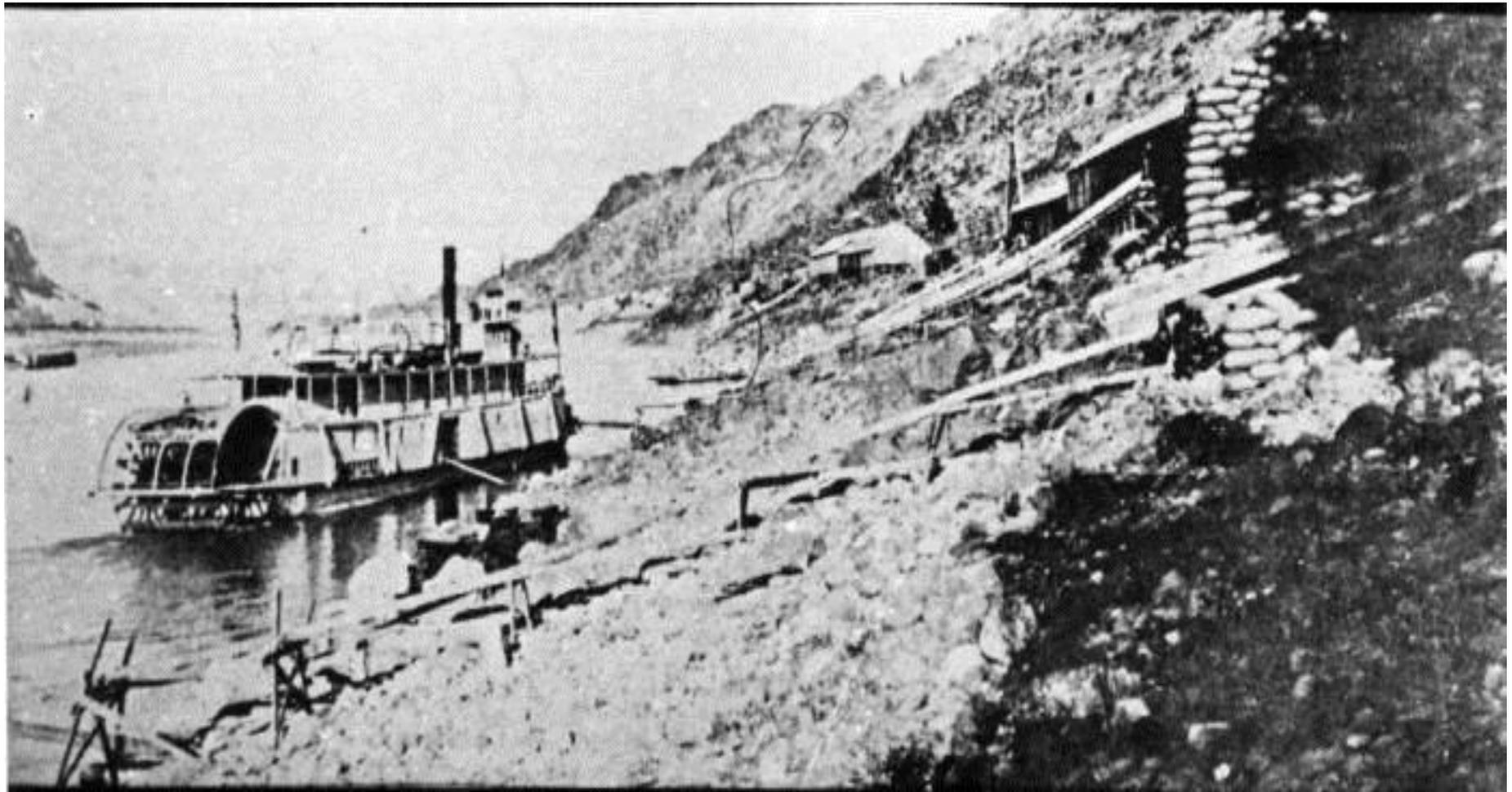
April 16, 2014



Port of Whitman County

MISSION

The Port of Whitman County is dedicated to improving the quality of life for all citizens of Whitman County through industrial real estate development, preservation of multi-modal transportation, facilitation of economic development and provision of on-water recreational opportunities.

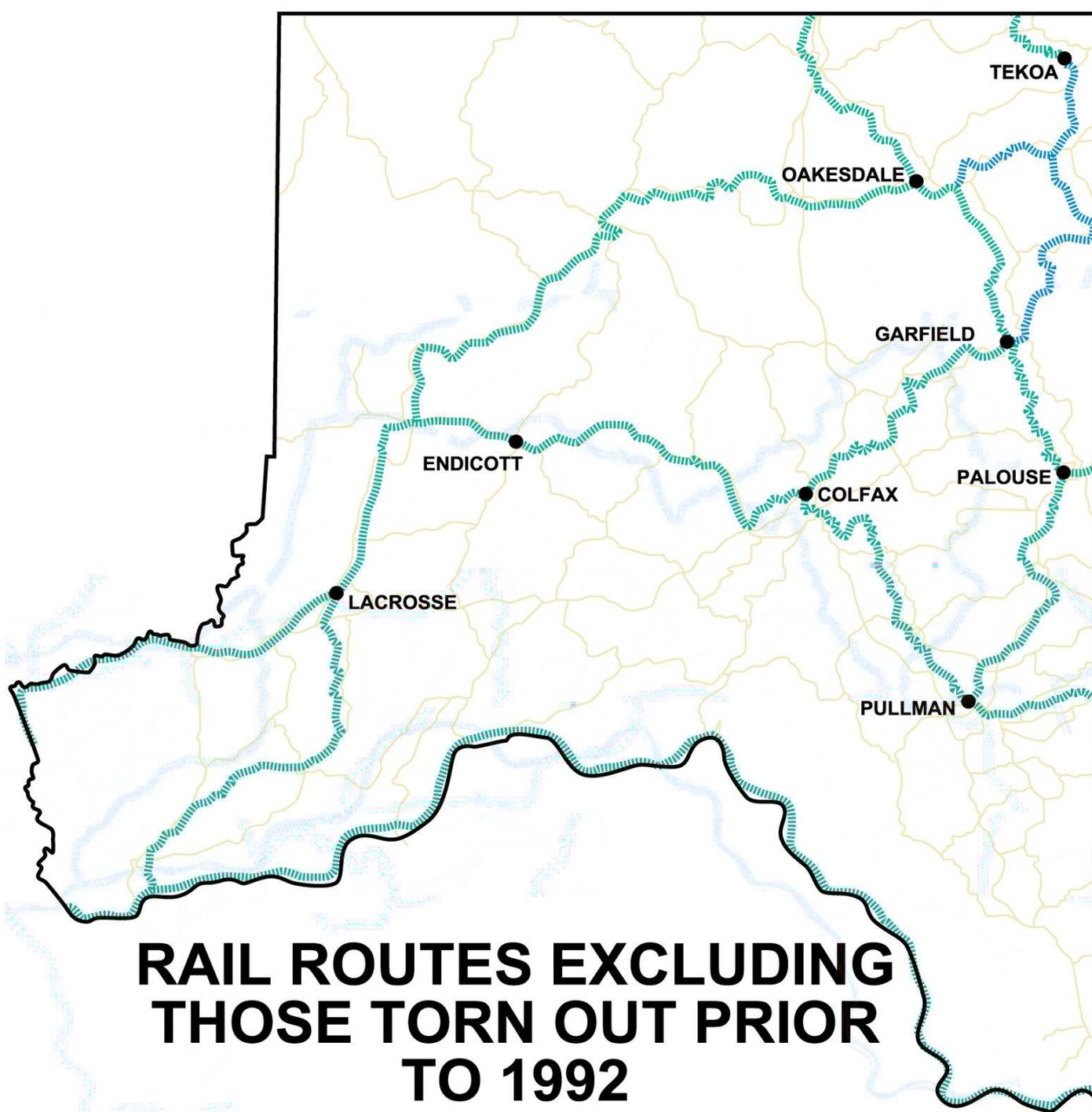


Circa 1870's, first grain shipment from Whitman County, Almota to Portland.

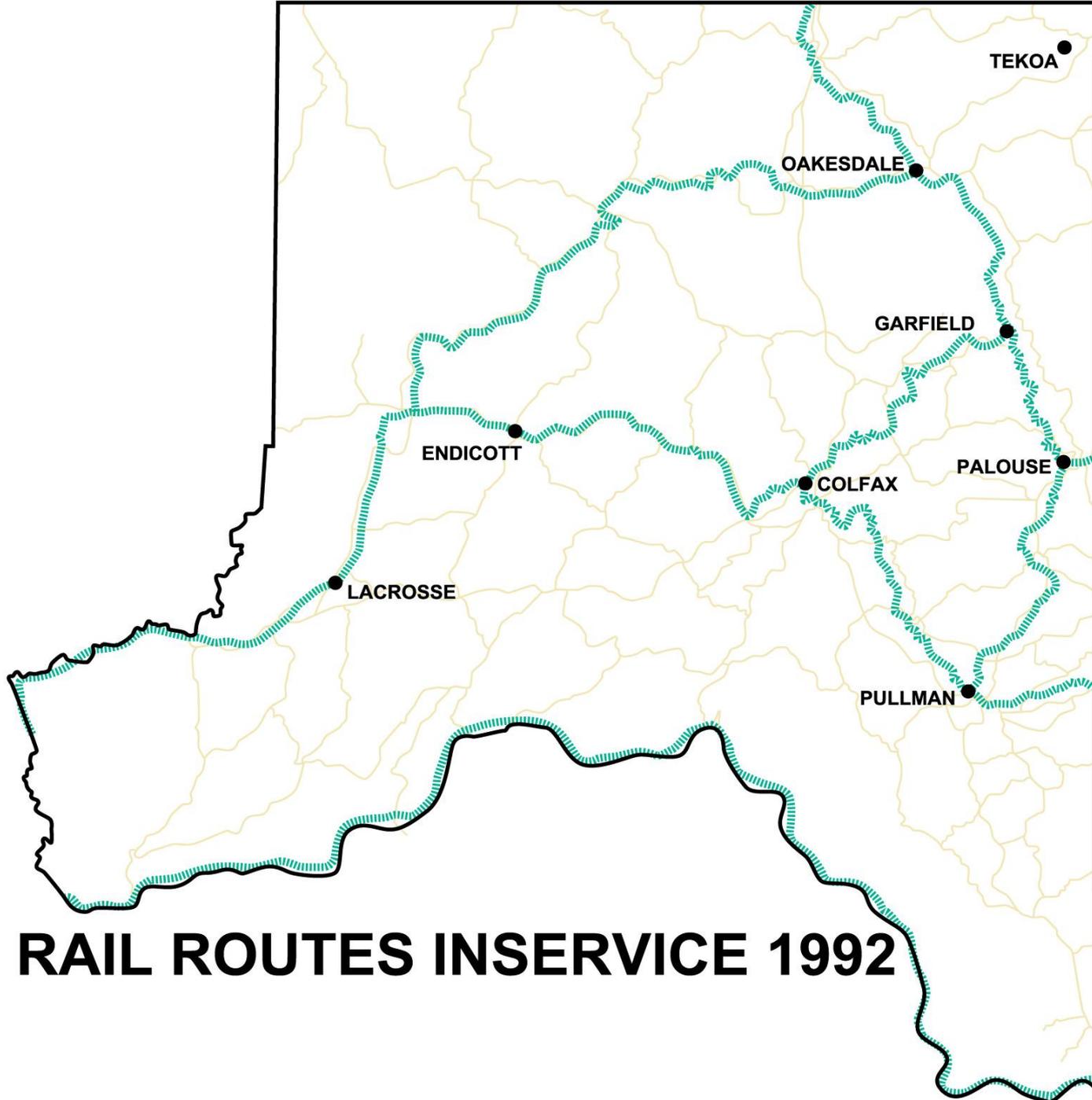




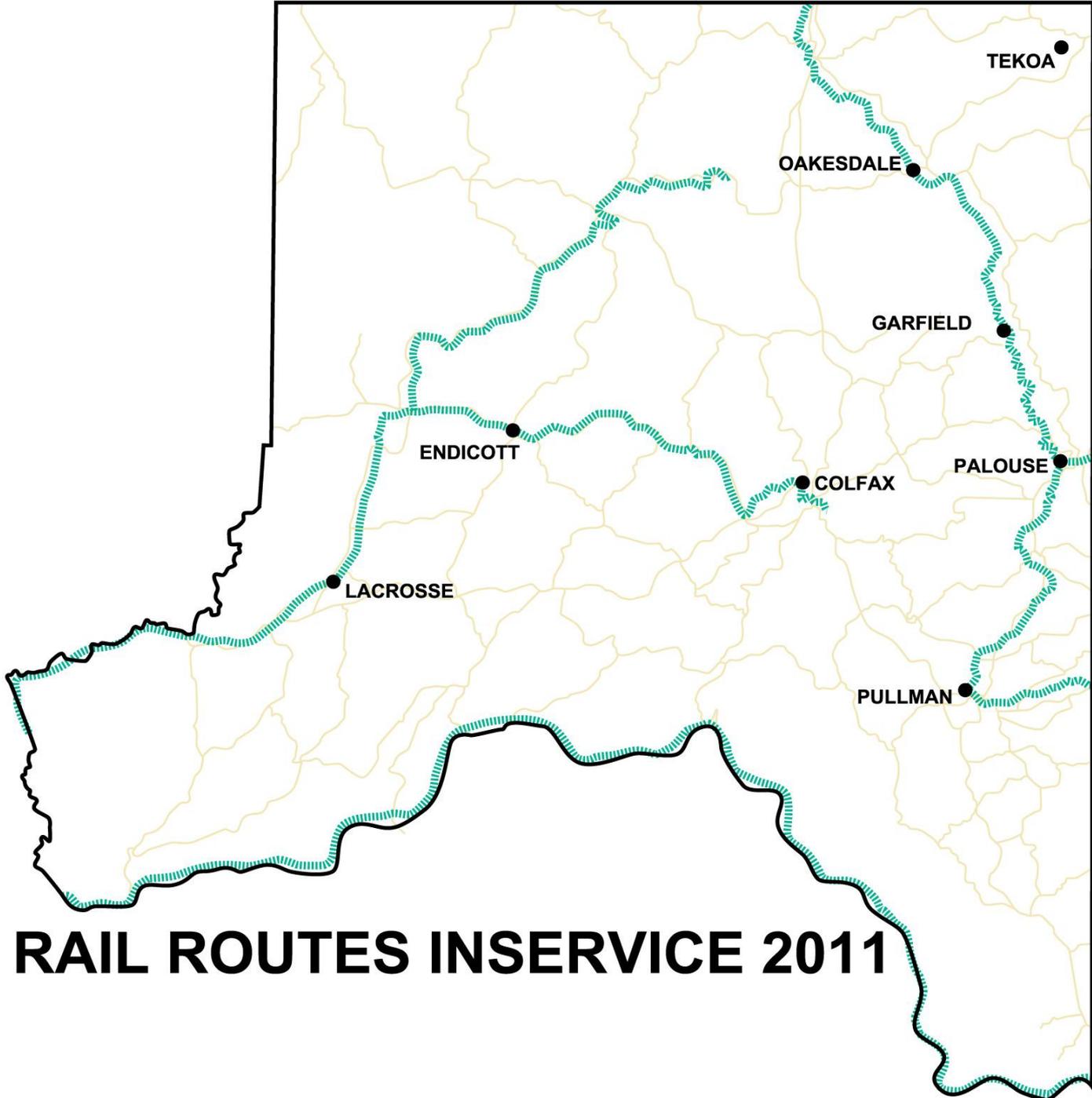
1883 TO 1992 RAIL MAP



**RAIL ROUTES EXCLUDING
THOSE TORN OUT PRIOR
TO 1992**



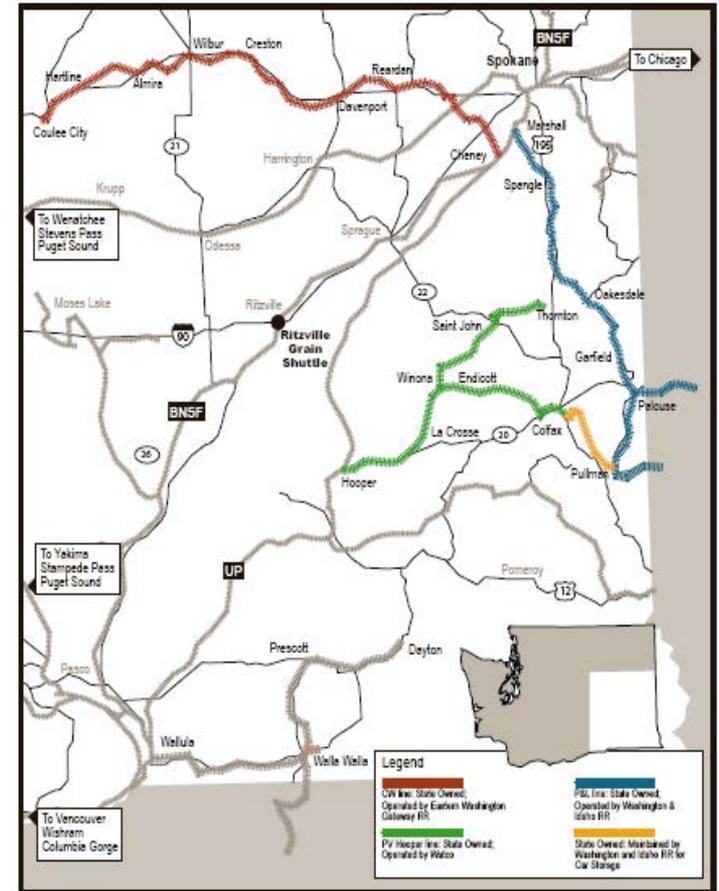
RAIL ROUTES IN SERVICE 1992



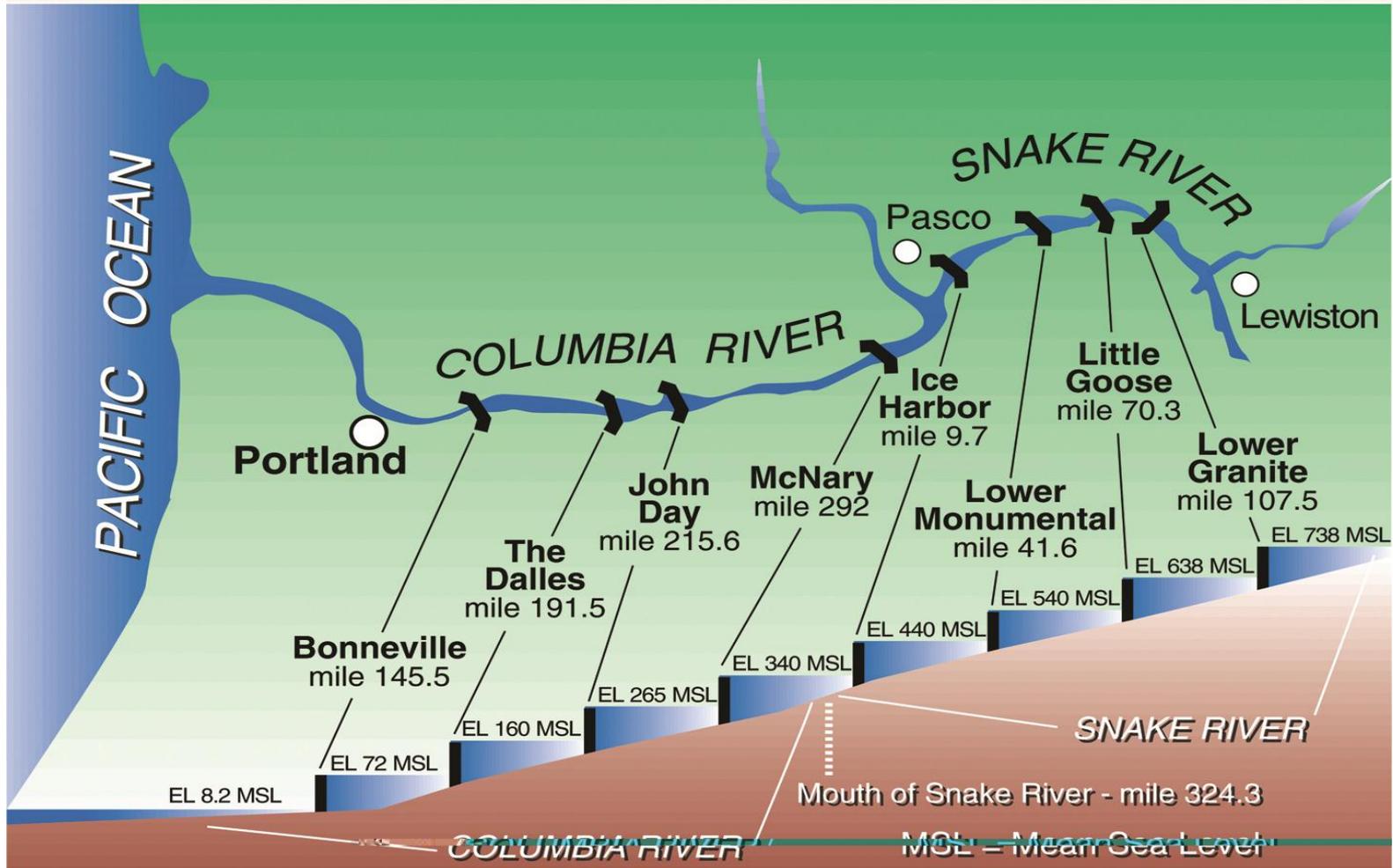
RAIL ROUTES IN SERVICE 2011

Palouse River and Coulee City (PCC) Rail System

- A 300-mile rail line comprised of three separate branches spanning four eastern Washington counties.
- Provides direct rail service to shippers, manufacturers, and farmers in eastern Washington.
- Rail commodities include grain, fertilizer, bio-diesel raw material inputs, liquid propane gas, and lumber.
- State responsibility of ownership, local responsibility of governance.

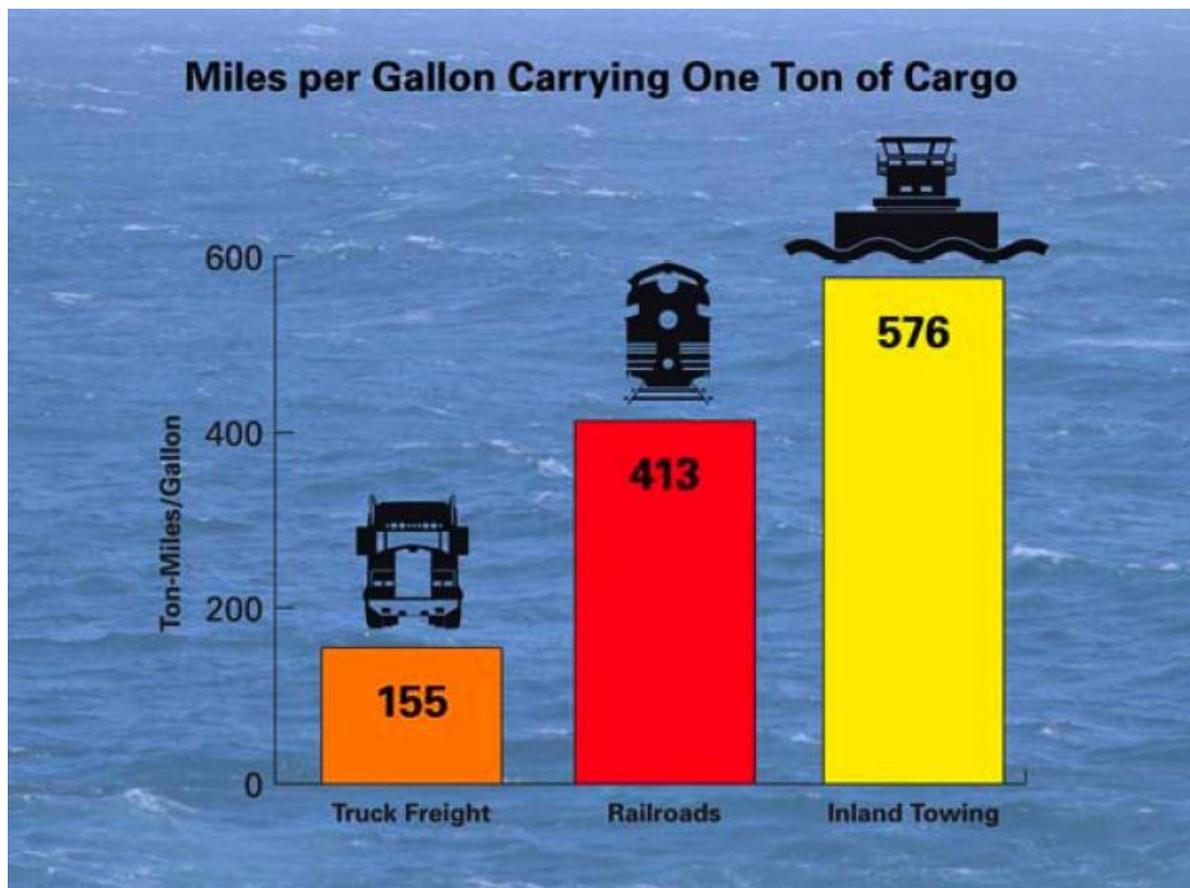


Columbia-Snake River Inland Waterways

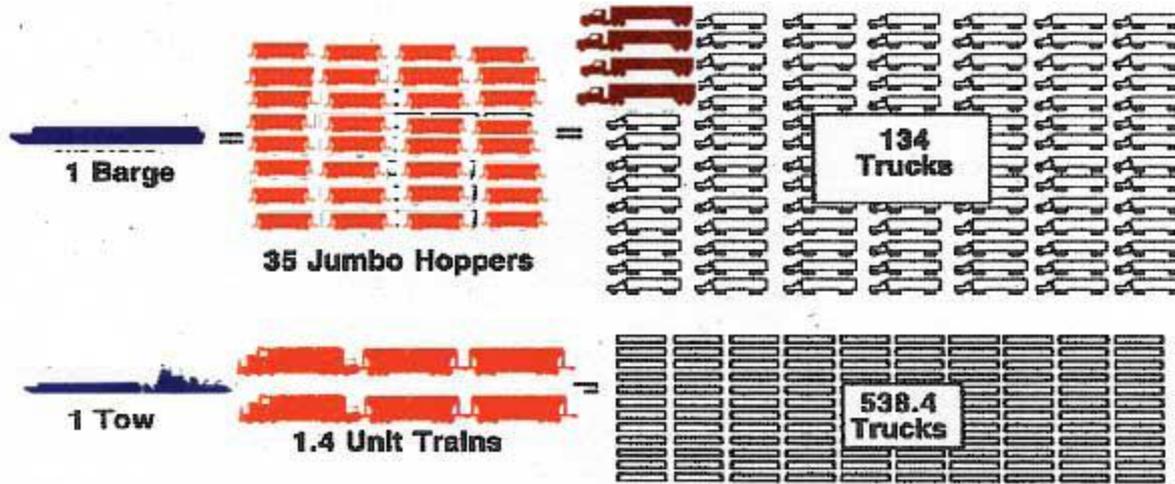




Most efficient use of energy



Freight Comparison of Barges, Trains and Trucks on the CSRS

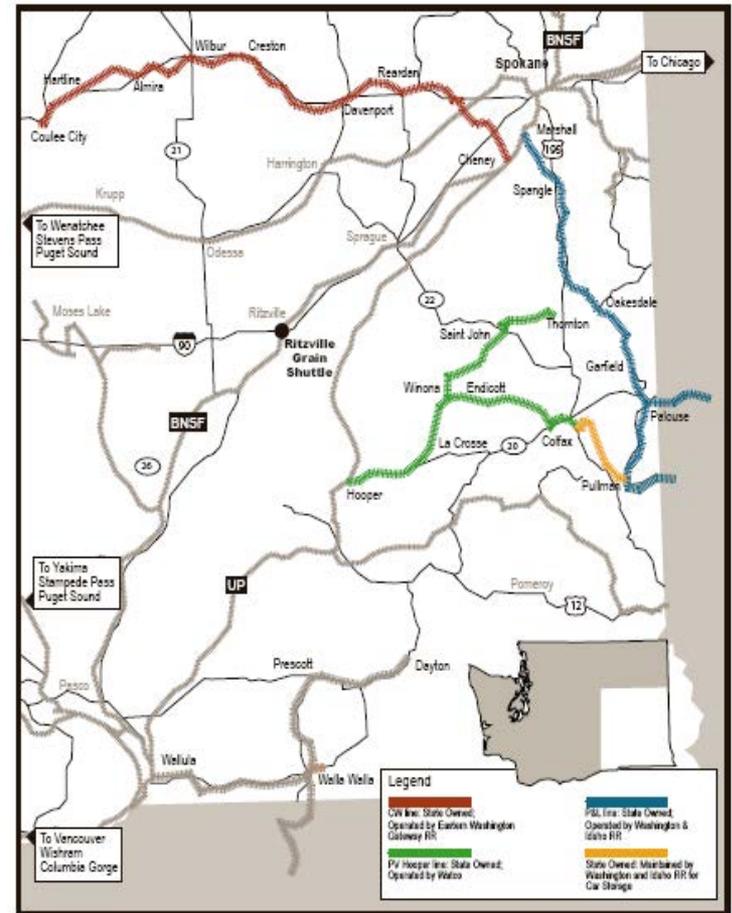


Multi-Modal Transportation System Goal – Port of Whitman County Comprehensive Plan

- ***Encourage a balanced and economical multi-modal transportation system serving agriculture, commerce and industry.***
- Recognize that all modes of transportation are important with emphasis being shifted from time to time depending on needs of the District.
- Formally participate in the State Transportation and Rail Plans on a regular basis and partner with local railroads to preserve and enhance rail service in Whitman County.
- Seek establishment and recognition in the State Transportation Plan of the major north south and east-west traffic (rail, barge & truck) corridors in the District and seek prioritization of the truck routes within the county road plan.
- Strive to maintain existing rail access at all port sites operated by the District.
- In conjunction with affected industries, review and participate in the acquisition and operation of short line rail facilities.
- Be the lead agency to pursue completion of the proposed Wawawai to Lower Granite Dam road in partnership with the US Army Corps of Engineers and other pertinent parties.
- Continue to participate in the operation and maintenance of Pullman-Moscow Regional Airport public facilities, including obtaining a new landing system, fire flow study and realignment study.
- Maintain and improve the Port of Whitman Business Air Center.
- Explore further partnerships to enhance and promote other rural Whitman County airports as needed.
- Support continued economical navigation of the Columbia/Snake River system.

Palouse River and Coulee City (PCC) State-Owned Short Line Rail System

- Enables international wheat shipments from one of Washington's premier agricultural areas supporting economic vitality in eastern Washington
- A 300-mile system comprised of three separate branches (CW, P&L and PV Hooper) spanning four eastern Washington counties
- P&L and PV Hooper purchased in 2004, CW line purchased in 2007
- The system ensures competitive shipping rates, keeps heavy trucks off highways and roads, and provides alternative transport if barge shipping is not available



PCC Administration

- WSDOT oversees the facilities and regulatory portions of the operating leases.
- The PCC Rail Authority is an intergovernmental entity formed by Grant, Lincoln, Spokane and Whitman counties.
- The Authority oversees the business and economic development portions of the operating leases.



Washington State Grain Train Program

The Washington Grain Train is a financially self-sustaining freight transportation program that began operations in 1994. Currently, the state owns 100 Grain Train cars.

Benefits:

- Moves Washington-grown products from farm reliably and efficiently to domestic and international markets.
- Helps preserve short-line railroads by generating revenue that supports short- and long-term rail infrastructure needs.
- Supports Washington State air quality improvement initiatives and reduces wear and tear on local roadways.

What's New?

- A record high 575 carloads were shipped in the second quarter of 2012.



Produce Railcar Program

The Washington Produce Rail Car Pool project is a program created in 2006 to assist the agricultural community by providing refrigerated rail cars that carry Washington grown produce to east coast states. The program initially had twenty-five cars active in the pool however the program currently has no contractor and is being evaluated for continued need.

Benefits

At full capacity, the Program eliminated hundreds of heavy truckloads per year from Washington State highways, which reduced highway maintenance costs and improved safety.

What's Next?

The former contractor built on the Public-Private Partnership and has created a successful private business that ships Washington-grown produce by rail. WSDOT is evaluating whether the state still has a role in this program.



Threats to Multi-Modal Transportation System

- Short line rail system needs major infrastructure rehabilitation – Class 1 system is strained by bulk oil & coal shipments – Increased demand and higher costs for cars
- Dropping gas tax revenues are creating stress on highway maintenance funds and new starts for highway projects
- River system is in jeopardy due to environmental pressures and rising cost and complexity of maintenance on aging lock and dam infrastructure

Long Term Goals to Preserve Multi-Modal Transportation System

- Support State and Federal legislative efforts for additional funding for WA State owned short line rehabilitation and maintenance
- Support reasonable alternative legislation to replace waning gas tax revenues for highway maintenance
- Support Federal efforts to preserve the Columbia Snake River system as commodity shipping corridor



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