

## Next steps: 2013 and beyond

Close to \$2.5 million is needed per biennium to protect and maintain the PCC rail system. Where rehabilitation is needed to support use of heavier railcars, the funds are needed to repair or replace bridges and upgrade 100-year-old rail. WSDOT will work to ensure that 25 mph operations can be achieved through development of a strategic plan so PCC rail operators can operate safely and efficiently to keep Washington's farm products moving.

Working together, WSDOT and the PCC Rail Authority will finalize action items and a timeline for:

- Key sections of the system that will benefit from the capability to handle railcars with a load-bearing capacity of 286,000 pounds
- A grade-crossing and bridge management evaluation and prioritization plan

## Investments needed in public private partnerships: McCoy Loader

The 1,400 members of the Cooperative Agricultural Producers, Inc. and Pacific Northwest Farmers Cooperative are building a \$17 million state-of-the-art facility, designed to load a 110-car unit train in less than 9 hours. Of the 51 million bushels of wheat produced in eastern Washington and northern Idaho, it is estimated that 20 million will come to the McCoy facility, located on the state-owned PCC, halfway between Rosalia and Oakesdale. To operate at capacity, 286,000 pound railcars must be able to travel this 30-mile segment at 25 mph across 25 bridges, most constructed of wood timbers between 1940 and 1960. A state investment is needed so farmers can use this facility to its maximum capacity. Keeping rail products moving means more jobs for Washington and keeping the state's economy moving.

PCC Capital Program/Project Detail	2011-2013	2013-2015 Revenue and funding proposed	2015-2017 Revenue and funding needed	2017-2019 Revenue and funding needed
	<b>#1 Safety &amp; Risk - GOAL - Ensure grade crossing safety is maintained</b>			
PCC Grade Crossing Rehabilitation - Phase I	\$400,800			
PCC Grade Crossing Rehabilitation - Phase II		\$795,100	\$795,100	
<b>#2 Preservation - GOAL - Enable system-wide operations at 25 miles-per-hour</b>				
PCC Rail System Operations Management	\$297,200	\$403,600	\$217,200	\$217,200
PCC Rail System - 25 mph operations - Goal of 25 mph operation currently at 41% complete system wide	\$1,908,000*	\$2,696,500*	\$1,529,000	\$2,250,000
<b>#3 Economic Viability - GOAL - Improve infrastructure to handle 286,000 pound load bearing weight equipment</b>				
P&L Bridge Repair - 8 bridges MP 6-31	\$543,000			
P&L Bridge Replacement & Repair - 15 bridges MP 12-30		\$5,260,700		
CW Line Rail Relay & Rehabilitation - Phase I - MP 1-6		\$4,760,000		
CW Line Bridge Repair - 7 bridges MP 1-32			\$1,795,000	
CW Line Rail Relay & Rehabilitation - Phase II - MP 6-15				\$4,500,000
CW Line Rail Relay & Rehabilitation - Phase III - MP 15-32				\$8,500,000

Assumptions:  
Includes \$3.95 million Department of Commerce Grant\*

■ complete funding  
■ partial funding  
■ no funding

## For additional information, please contact

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# Palouse River & Coulee City Rail System



PCC ships family breakfast



Workers upgrading PCC



PCC bridges in need of repair



New McCoy facility under construction

## The PCC Rail System

The Palouse River and Coulee City rail system (PCC), a safe, environmentally-friendly transportation system provides a vital link from Washington's farmers to dinner tables in Washington and throughout the world.

The PCC is the state's longest shortline freight rail system. The PCC Rail System provides service to grain cooperatives and other shippers as well as manufacturers and farmers. Wheat, barley, peas, lentils, fertilizer, and lumber are among the products transported on the PCC.

This 297-mile rail line is made up of three separate branch lines spanning four eastern Washington counties. Washington's farmers shipped 20 percent of their wheat in 2011 on the PCC, removing close to 37,000 truckloads from state roadways.

See what's needed to make sure PCC operates safely into the future, helping the next generation of Washington's farmers reach the global gateway.

## See Inside:

- PCC: Private to public ownership
- Why the PCC? Meet one user
- Safety upgrades needed
- Next steps
- New McCoy facility



The Washington State Grain Train also supports the PCC Rail System. The Grain Train provides a consistent supply of cars and generates revenue for the PCC's shortline operators.

## The PCC: Private to Public

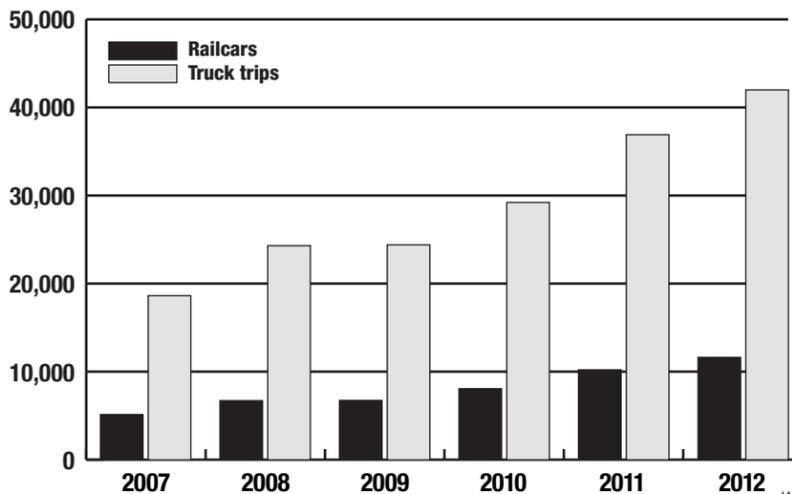
In the early 2000s, learning the rail lines could be abandoned, Washington's grain cooperatives asked WSDOT to examine the possibility of purchasing the Palouse and Coulee City rail system. Finding that the loss of the PCC could increase roadway maintenance costs with more trucks on the road, WSDOT completed the purchase in 2007. Besides getting trucks off the road, purchasing the PCC allows for transport of emerging commodities as well as liquid propane gas and fertilizer, plus protects the rail line from abandonment.

In addition to the purchase, the Washington State Legislature provided an additional \$10 million for immediate rehabilitation and maintenance needs. The state's investment in PCC reaches close to \$28 million.

## PCC Rail System announces record carloadings for 2012

Total carloadings for the PCC Rail System reached 11,664 for 2012, a record. In 2012, the PCC Rail System can be credited with removing 41,990 truck trips from eastern Washington roads. The year-over-year increase was a 12.7 percent increase in carloadings across the PCC Rail System. Branch-line data includes a 31 percent increase for the PV Hooper, 18 percent increase on the P&L and the CW held steady with less than a percent point drop. 2012 marked the third year in a row of system-wide double digit percentage carload gains. Since Washington state purchased the PCC in 2007, more than 175,000 truck trips have been removed from roadways.

## Railcar shipments versus trucks removed from roadways



## Meet Randy Suess of Colfax

A third-generation farmer raising wheat, peas and other crops on his 1,300 acre farm north of Colfax, Randy Suess isn't sure what he would do without the Palouse River and Coulee City Railroad.

"We aren't large enough to buy semis," Suess said. "So like many of our neighbors, we take the products to the co-op and then it goes on the PCC to ports in Seattle and Vancouver."

Suess said the rail line offers him and his fellow 720 Pacific Northwest Farmers Cooperative members a transportation alternative that helps keep their costs low and farms working in this tough economy.

The Pacific Northwest Farmers Cooperative is a combination of three local cooperatives that joined to create efficiencies, Suess said.

"To help keep the balance of trade, we need these short line railroads," Suess said. "And they need to be maintained."

Suess said it's always good to have options to maintain the trade balance and keeps Washington's farm goods moving nationwide and worldwide.

"If we didn't have the rail, we would have to rely on trucking to the river," he said. "And that increases use of Highway 26 plus we are at the mercy of river closures."

Keeping PCC and other short line rails open and maintained "is just paramount," Suess said.

## Safety upgrades needed

To protect this investment, keep the rail line moving Washington wheat and other Washington-grown crops such as barley, legumes as well as lumber and propane, the PCC needs additional rehabilitation funds.

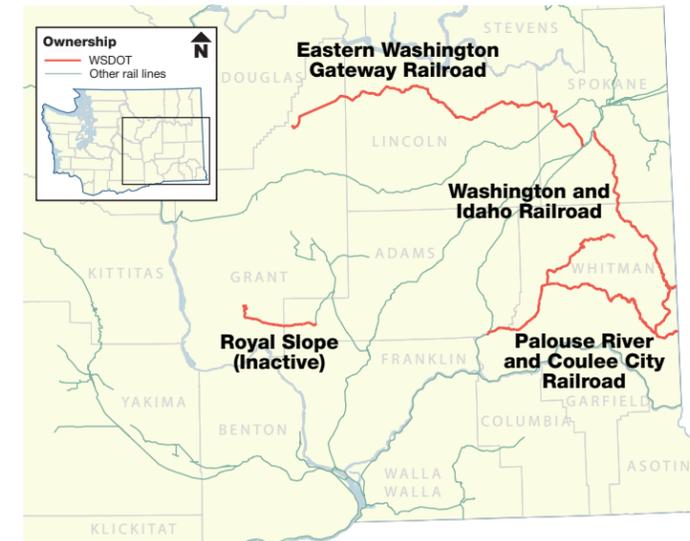
Many places along the lines must be operated at a speed lower than would be allowed if the lines had been properly maintained. Rehabilitation prevents further deterioration, helps increase operating speeds in most locations to 25 mph, and makes the operation more efficient and commercially viable.

The PCC System has approximately 245 public crossings, 42 of which have either crossing gates or flashing lights. The maintenance of these represents the largest public safety issue on the PCC Rail System. Many of the crossings have suffered from years of deferred maintenance and have defective crossing surfaces and signal systems in need of upgrade.

## Safety issues and risks

- The Washington State Utilities and Transportation Commission recently cited grade crossings on the CW branch line as severely hazardous. 42 were cited with defects; 7 were severe. This is a significant safety problem. It's also a state liability.
- Derailments in 2012 threaten the BNSF Railway Company's confidence that their railcars will be returned to them safely. Use of these railcars is a key element to the viability and growth of the PCC.

## Washington State owns the PCC rail system and the Royal Slope Railroad



Source: WSDOT Freight Systems Division  
Publication Date: January 2012



First of two derailments on the PCC rail system in April, 2012



Defective crossing in Spokane County

## Quick facts: Palouse River & Coulee City Rail System

- PCC a 297-mile shortline railroad comprised of three separate branch lines spanning four counties in eastern Washington.
- 20 percent of Washington-grown wheat was shipped on the PCC Rail System in 2011.
- The Washington State Department of Commerce recently funded \$3.95 million for preservation projects. Work began in October 2012 and will be complete in 2014.
- Commodities shipped on PCC Rail System include wheat, barley, legumes, crop inputs, liquid propane gas and lumber.