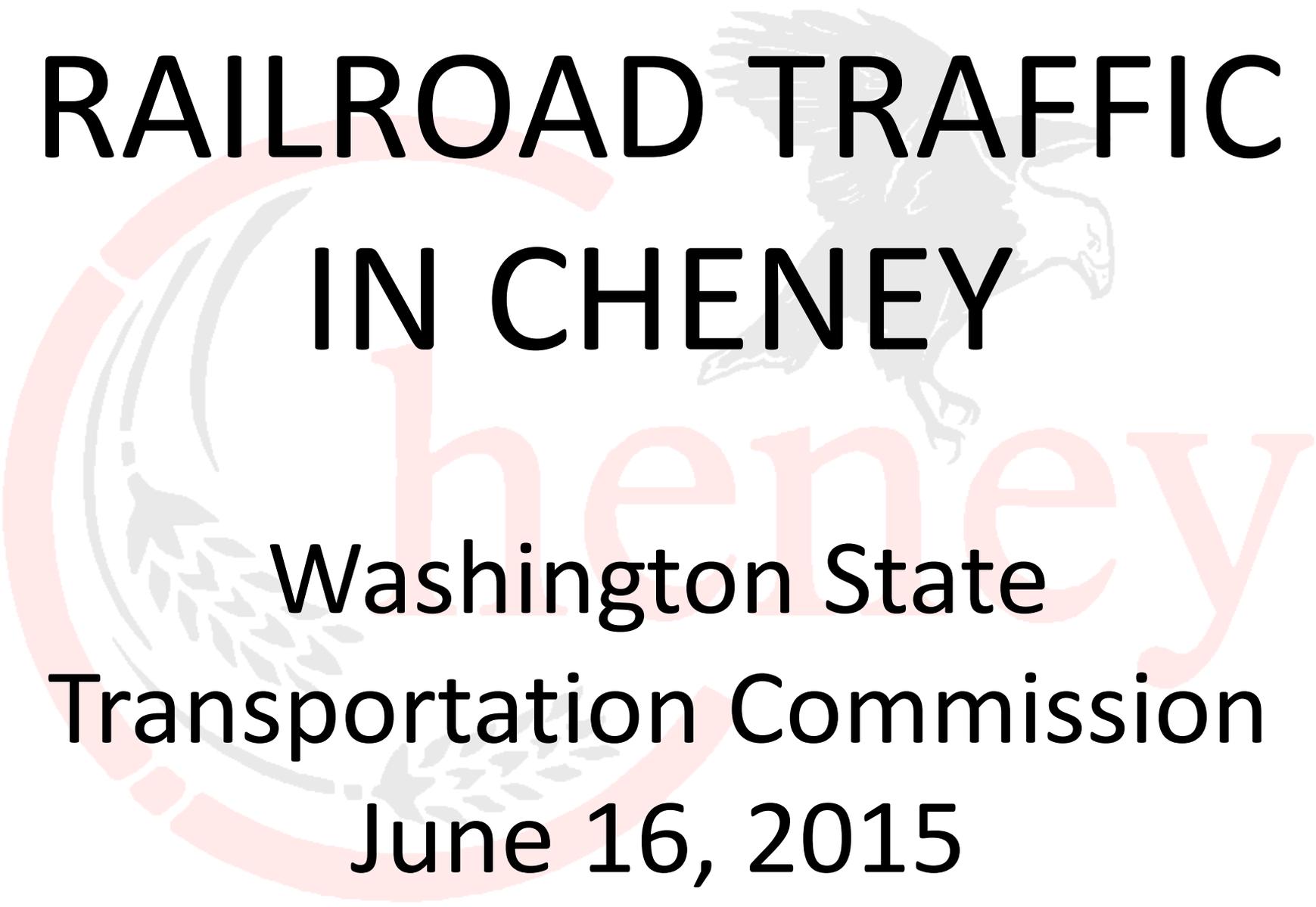


RAILROAD TRAFFIC IN CHENEY



Washington State
Transportation Commission
June 16, 2015

- Highline Grain, LLC has begun construction of a major grain storage and shipment facility on the West Plains near Four Lakes.



- The plan is to serve the grain facility by unit train over a segment of the PR & CC rail line.
- The PR & CC from Highline Grain to Cheney is in a severe state of disrepair and is incapable of safely handling modern grain unit trains. It should be completely rebuilt.



- The current operation of the line is infrequent and without too much impact, but use as a regular route will create major social costs for Cheney and its current industries and residents without providing any measurable economic benefits.
- As the West Plains industrial area expands, this impact will only get much worse.

- Given the current track location, a unit train could easily block all major routes to and from Spokane, causing severe public safety issues.
- A derailment could cause a blockage for an extended period, as happened in Cheney in January, closing Cheney-Spokane Road for two days.





- A slow-moving unit train blocking access would create problems for Eastern Washington University and the Cheney School District, where a majority of students commute or are bussed in, and where classes start and end at specified times.
- Also, delays of Spokane Transit busses would cause system-wide schedule problems.

City of Cheney Crossings with 110 Car Train

All routes to
Spokane blocked.

Train runs 50 feet from
neighboring development.

Paradise Road

Betz Road

SR 904

Cheney-Spokane Road

Anderson Road (City Shops)

Cheney-Spangle Road

Cheney-Plaza Road

Legend

Railroad Crossings



110 Grain Cars with 4 Locomotives (6920ft)



Railroads



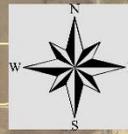
- The track's current location is but 50 feet from a major residential neighborhood.
- The PR & CC track involves a complex crossing of SR 904 as well as city arterials, 4 crossings in all.

- The rail has been there for over 100 years.
- Being able to correct a problem in a 130-year-old community at minimal extra cost is a major opportunity.



- There are several alternative solutions, all requiring the track be moved to the opposite side of SR 904 about a mile outside Cheney.
- WSDOT owns the right of way on SR 904 – both sides.
- The track and track bed need to be totally rebuilt.
- The cost will be about the same on either side of the state highway.

Proposed Train Routes



The elevation difference from the Cheney Rodeo grounds to the proposed train underpass is approximately 17 feet.

Train Underpass

Paradise Road

Alternative #3

Alternative #2

Alternative #1

Betz Road

SR 904

Legend

Flood Hazard Area

IN

OUT

Cheney Wetlands

Cheney Parcels

Railroad Crossings

Train Route Proposals

Existing Railroads

- Option 1 is the least expensive with the least new ROW to be acquired.

Proposed Train Routes



The elevation difference from the Cheney Rodeo grounds to the proposed train underpass is approximately 17 feet.

Train Underpass

Paradise Road

Alternative #3

Alternative #2

Alternative #1

Betz Road

SR 904

Legend

Flood Hazard Area

IN

OUT

Cheney Wetlands

Cheney Parcels

Railroad Crossings

Train Route Proposals

Existing Railroads

- Option 2 is the most practical and requires only slightly more ROW acquisition and engineering.

Proposed Train Routes



The elevation difference from the Cheney Rodeo grounds to the proposed train underpass is approximately 17 feet.

Train Underpass

Paradise Road

Alternative #3

Alternative #2

Alternative #1

Betz Road

SR 904

Legend

- Flood Hazard Area
 - IN
 - OUT
- Cheney Wetlands
- Cheney Parcels
- Railroad Crossings
 - X
 - +
- Train Route Proposals
- Existing Railroads

- Option 3 would be the most expensive and only in play if the state wanted to open rail-served industrial land to the city.

- Any of the options would set up a natural grade separation possibility where the rail crosses SR 904.
- All alternatives remove all in-Cheney crossings and conflicts on SR 904 and thereby also all the horn blasts. Social costs are held to a minimum.
- This will be by far the biggest issue for Cheney citizens, businesses, and industries. They will do whatever they can to stop the social costs.

- We have raised this issue repeatedly with WSDOT and all local transportation organizations as well as our legislators.
- **NOW is the time to pursue a relocation option, as solving the very real burden on Cheney will never be less expensive or more possible!**