



Description, Diagrams and Letters of Support for
Port of Quincy Rail Infrastructure Expansion Project

(April 2021)





Port of Quincy Rail Infrastructure Expansion Project (April 2021)

The "Port of Quincy Rail Infrastructure Expansion Project" would expand the rail infrastructure on the **northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties** in the Port District. The Port of Quincy will need about \$7.1 million in State and/or Federal Transportation Infrastructure Funding for this important freight mobility and economic development project.

This Rail Infrastructure Expansion project **would add the following to the Port's current rail terminal in central Washington** (including but not limited to):

- Proposed Storage Track 1 (from existing rail terminal to Road O NW): 1,834 feet of track including concrete ties and ballast
- Proposed Storage Track 2 (from existing rail terminal to Road O NW): 2,901 feet including concrete ties and ballast
- Proposed Loading Track 1a (within existing rail terminal): 2,073 feet including concrete ties and ballast
- Proposed Siding Track (within existing rail terminal): 1,419 feet including concrete ties and ballast.



The new tracks would **expand upon the Port's existing rail infrastructure which has been in successful operation for about the past 16 years**. The capacity, flexibility and efficiency of the facility would be greatly increased by creating new tracks to store in-coming empty rail cars and loaded cars ready for departure without obstructing the loading tracks. Additional loading track capacity would also be constructed. The ability to assemble longer loaded trains on Port property without obstructing the existing BNSF Mainline track is critical to expanding operations. The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east across Road O NW.

The above proposed rail infrastructure additions are necessary to help attract and/or accommodate large job-creating industrial, manufacturing and food processing projects on the northeast side of Quincy, as well as to keep up with the increasing growth in ocean container freight (including frozen and dry agricultural products from central/eastern Washington) going from the Port of Quincy to the Ports of Seattle and Tacoma.

Additionally, the Port of Quincy has been receiving some inquiries from shippers and other stakeholders about the possibility of utilizing the Port of Quincy Intermodal Terminal as a westbound inland intermodal port in central Washington in which trains could be loaded at the Intermodal Terminal with ocean containers of Washington State agricultural products and then be railed to the Ports of Seattle and Tacoma to be loaded onto ocean container ships.

In 2017, the NW Seaport Alliance provided a presentation/report to shippers and stakeholders in central/eastern Washington on the "Inland Port Impact on Growing the Agriculture Industry". According to the presentation, an inland port would offer the following benefits:

- Congestion on major roadways and mountain passes would be reduced as the number of truck trips per day would decrease to/from the Puget Sound.
- Containers could be moved with more speed and reliability while lowering the carbon footprint of exports via rail.
- Containers could be spotted closer to the shippers, with 24/7 availability of picking up or dropping containers in a secured yard.
- Would attract new investments in warehousing facilities and other industries supporting the agriculture market.
- Turn times could be improved so that exporters would be able to ship more product overseas because marine terminals would be less congested.

Because of the above-mentioned increased interest by industrial and manufacturing projects in the northeast side of Quincy as well as the additional cargo and containers that are being loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure be expanded.

Overall, the Port of Quincy Rail Infrastructure Expansion Project has a statewide and regional benefit as it will help to provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways, highways and mountain passes by converting over-the-road freight to rail intermodal freight, and decrease fuel consumption and carbon emissions.

In conclusion, the Port of Quincy is requesting \$7.1 million in State and/or Federal Transportation Infrastructure Funding for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth on the northeast side of Quincy and to be able to handle the increasing volumes of westbound export container freight and eastbound domestic intermodal freight.

If you have any questions or need further information, please contact us at publicaffairs@portofquincy.org or 509-557-0843.

Enclosures:

- *Drawing/Schematic of Port of Quincy Rail Transportation Infrastructure Expansion Project.*
- *Spreadsheet detailing specific costs of the project.*

Port of Quincy (Grant County Port District No. 1)
 Industrial Park No. 4 Rail Infrastructure Expansion
 Engineer's Cost Estimate - 30% Design

Description	Qty.	Unit	Unit Cost	Total Cost
Mobilization	1	LS	\$206,000	\$206,000.00
Demobilization	1	LS	\$103,000	\$103,000.00
Environmental Contingency	1	LS	\$20,000	\$20,000.00
Subexcavation and Disposal	5,847	CY	\$10	\$58,470.00
Embankment (Granular)	16,894	CY	\$25	\$422,350.00
Excavation to Waste	461	CY	\$10	\$4,610.00
Subballast	2,574	CY	\$50	\$128,700.00
Remove Existing Track 136# Welded, Salvage Rail/OTM	678	TF	\$12	\$8,136.00
Install No. 9 Turnout, Manual, 136#	7	EA	\$100,000	\$700,000.00
New Track: 136# New Rail - Concrete Ties, Including Ballast	9,064	TF	\$300	\$2,719,200.00
Shift Existing Track	703	TF	\$80	\$56,240.00
Install Wheel Stop	1	EA	\$2,000	\$2,000.00
Container Reach Stacker	1	EA	\$681,850	\$681,850.00
Subtotal				\$5,110,556.00
Sales Tax			8.0%	\$408,844.48
Contingency			20%	\$956,600.00
SUBTOTAL				\$6,476,000.48
Update Survey	1	LS	\$50,000	\$50,000.00
Design Engineering (5% of Construction Subtotal)	1	LS	\$287,000	\$287,000.00
Construction Inspection and Support (Usually Similar to Cost of Design)	1	LS	\$287,000	\$287,000.00
TOTAL				\$7,100,000.48

Design engineering and construction services costs are factors based on recent experience. The costs shown above represent an estimate of probable construction cost prepared in good faith and with reasonable care.



GRANT COUNTY
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
P O Box 37
EPHRATA WA 98823
(509) 754-2011

April 13, 2021

Re: **Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project**

To whom it may concern,

The Grant County Board of County Commissioners write in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

In particular, the Rail Infrastructure Expansion project would add several new rail tracks to the Port's rail terminal which would expand upon the Port's existing rail infrastructure which has been in successful operation for many years. The capacity, flexibility and efficiency of the rail terminal facility would be greatly increased by creating new tracks to store in-coming empty rail cars and loaded cars ready for departure without obstructing the loading tracks. Additionally, it would allow for longer trains to be loaded or unloaded at Port's rail terminal without obstructing the existing BNSF Mainline track. The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east at Road O NW.

The above proposed rail infrastructure additions are necessary to help attract and/or accommodate large job-creating industrial, manufacturing and food processing projects on the northeast side of Quincy, as well as to keep up with the increasing growth in ocean container freight (including frozen and dry agricultural products from central/eastern Washington) going from the Port of Quincy to the Ports of Seattle and Tacoma.

Furthermore, the Port of Quincy has been receiving some inquiries from shippers and other stakeholders about the possibility of utilizing the Port of Quincy Intermodal Terminal as a westbound inland container port in central Washington in which trains could be loaded at the Rail Terminal with ocean containers of Washington State agricultural products and then be railed to the Ports of Seattle and Tacoma to be loaded onto ocean container ships.

Because of the above-mentioned increased interest in utilizing the Rail Terminal by food processors and manufacturers as well as the additional cargo and containers that are being loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

Danny E. Stone
District 1

Rob Jones
District 2

Cindy Carter
District 3

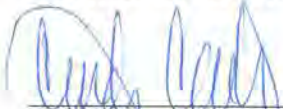

Overall, the Port of Quincy Rail Infrastructure Expansion Project has a statewide and regional benefit as it will help to provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways, highways and mountain passes by converting over-the-road freight to rail freight, and decrease fuel consumption and carbon emissions.

In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

BOARD OF GRANT COUNTY COMMISSIONERS


Cindy Carter, Chair
Danny E. Stone
Rob Jones

:bjv

Cc: Port of Quincy

April 14, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern:

On behalf of Public Utility District No. 2 of Grant County, Washington (Grant PUD), I am writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project". This project will expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

The above proposed rail infrastructure additions are necessary and important to help attract and/or accommodate large job-creating industrial, manufacturing and food processing projects on the northeast side of Quincy, as well as to keep up with the increasing growth in ocean container freight (including frozen and dry agricultural products from central/eastern Washington) going from the Port of Quincy to the Ports of Seattle and Tacoma.

Furthermore, the Port of Quincy may have the opportunity to become a key westbound inland container port in central Washington in which trains could be loaded at the Rail Terminal with ocean containers of Washington State agricultural products and then be railed to the Ports of Seattle and Tacoma to be loaded onto ocean container ships. To realize this opportunity, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

Overall, the Port of Quincy Rail Infrastructure Expansion Project has a statewide and regional benefit as it will help to provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways, highways and mountain passes by converting over-the-road freight to rail freight, and decrease fuel consumption and carbon emissions.

In conclusion, Grant PUD supports the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth in Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,



Kevin Nordt
General Manager & CEO



6594 Patton Boulevard NE, Moses Lake, WA 98837
Phone: 509.764.6579 Fax: 509.762.5161
www.grantedc.com

April 12, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Furthermore, the Port of Quincy has been receiving some inquiries from shippers and other stakeholders about the possibility of utilizing the Port of Quincy Intermodal Terminal as a westbound inland container port in central Washington in which trains could be loaded at the Rail Terminal with ocean containers of Washington State agricultural products and then be railed to the Ports of Seattle and Tacoma to be loaded onto ocean container ships.

Because of the above-mentioned increased interest in utilizing the Rail Terminal by food processors and manufacturers as well as the additional cargo and containers that are being



6594 Patton Boulevard NE, Moses Lake, WA 98837
Phone: 509.764.6579 Fax: 509.762.5161
www.grantedc.com

loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

Overall, the Port of Quincy Rail Infrastructure Expansion Project has a statewide and regional benefit as it will help to provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways, highways and mountain passes by converting over-the-road freight to rail freight, and decrease fuel consumption and carbon emissions.

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

Brant Mayo

Executive Director
Grant County Economic Development Council



*Quincy
School
District 144 - 101
Opportunities Unlimited for All*

SUPERINTENDENT
John Boyd

BOARD MEMBERS
Chris Baumgartner
Jack Foglesong
Liliana Garcia
Susan Lybbert
Tricia Lubach

119 J Street SW

Quincy, WA 98848

Phone 509/787-4571

FAX 509/787-4336

April 14, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,


John Boyd
Superintendent
Quincy School District



April 8, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Quincy Valley Chamber of Commerce
PO Box 668, Quincy WA 98848

Phone 509-787-2140
Fax 509-787-4500



In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Cari V. Mathews".

Cari V. Mathews
Executive Director
Quincy Valley Chamber of Commerce



Lamb Weston
Quincy Plant
P.O. Box 368

Quincy, WA 98848
TEL:(509) 787-3567
FAX(509) 787-9220

April 9, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Because of the above-mentioned increased interest in utilizing the Rail Terminal by food processors and manufacturers as well as the additional cargo and containers that are being loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

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Sincerely,



Jason Cobb
Plant Operations Manager
Lamb Weston Quincy



PNW VEG CO., LLC
dba QUINCY FOODS
222 Columbia Way
P.O. Box 127
Quincy, WA 98848
O: 509-237-7364

To: Whom it may concern,

From: Roscoe Curnutt

Re: **Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project**

To whom it may concern,

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Our Family of Companies



oregonpotato.com

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Roscoe Curnutt", with a long horizontal flourish extending to the right.

Roscoe Curnutt
North Basin General Manager
PNW Veg Co. LLC dba Quincy Foods
National Frozen Foods Corporation



April 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony Oliverio", with a long horizontal flourish extending to the right.

Anthony Oliverio
Regional Vice President, Operations
Lineage Logistics



Jones Produce, Inc.
903 A Street SE • PO Box 487
Quincy, WA 98848



April 8, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,


Mike Jones
President



April 2021

Re: **Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project**

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

In particular, the Rail Infrastructure Expansion project would add several new rail tracks to the Port's rail terminal which would expand upon the Port's existing rail infrastructure which has been in successful operation for many years. The capacity, flexibility and efficiency of the rail terminal facility would be greatly increased by creating new tracks to store in-coming empty rail cars and loaded cars ready for departure without obstructing the loading tracks. Additionally, it would allow for longer trains to be loaded or unloaded at Port's rail terminal without obstructing the existing BNSF Mainline track. The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east at Road O NW.

The above proposed rail infrastructure additions are necessary to help attract and/or accommodate large job-creating industrial, manufacturing and food processing projects on the northeast side of Quincy, as well as to keep up with the increasing growth in ocean container freight (including frozen and dry agricultural products from central/eastern Washington) going from the Port of Quincy to the Ports of Seattle and Tacoma.

Furthermore, the Port of Quincy has been receiving some inquiries from shippers and other stakeholders about the possibility of utilizing the Port of Quincy Intermodal Terminal as a westbound inland container port in central Washington in which trains could be loaded at the Rail Terminal with ocean containers of Washington

State agricultural products and then be railed to the Ports of Seattle and Tacoma to be loaded onto ocean container ships.

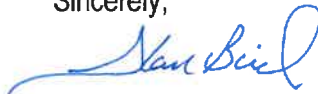
Because of the above-mentioned increased interest in utilizing the Rail Terminal by food processors and manufacturers as well as the additional cargo and containers that are being loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

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In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in blue ink that reads "Alan Bird". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Alan Bird
Partner
Weber Farms



Grant County Association of REALTORS®

REALTOR®

Member, State and National Association of REALTORS®

April 12, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

The Grant County Association of REALTORS is writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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It is very important that the rail infrastructure be expanded to allow efficient use of the rail terminal by food processors and manufacturers as well as for the additional cargo and containers that are being loaded and unloaded at the rail terminal there.

Overall, the Port of Quincy Rail Infrastructure Expansion Project will benefit Washington State and this region because it will (1) help provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, (2) attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways, highways and mountain passes by converting over-the-road freight to rail freight, and (3) decrease fuel consumption and carbon emissions.

In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth in Quincy and Grant County and handle the increasing volumes of westbound export container freight and eastbound rail freight.

Sincerely,

Raymond Gravelle

Raymond Gravelle, 2021 President



CITY OF GEORGE
GRANT COUNTY, WASHINGTON

P.O. Box 5277

George, Washington 98824

(509) 785-5081 • www.cityofgeorge.org

April 12, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don Entzel".

Don Entzel, Mayor



1501 E Yonezawa Blvd
Moses Lake, WA 98837-8826
Voice: 509.764.2700 Toll-Free: 800.443.0988 Fax: 509.764.2735

April 2021

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in blue ink that reads "Tom Howard". The signature is written in a cursive style with a large, sweeping flourish at the end.

Tom Howard
Vice President
Branch Manager / Relationship Manager



Grant County Public Hospital District #2
Anthony Gonzalez, Commissioner
Sherri Kooy, Commissioner
Robert Poindexter, Commissioner
Michele Talley, Commissioner
Randy Zolman, Commissioner

Glenda Bishop, CEO

April 7, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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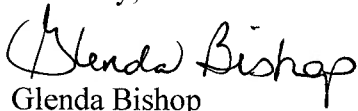
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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,



Glenda Bishop

CEO

Quincy Valley Medical Center

April 8, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in black ink that reads "Sheila Berschauer". The signature is written in a cursive, flowing style.

Sheila Berschauer, Chief Executive Officer
Moses Lake Community Health Center



Housing Authority of Grant County

1139 Larson Blvd. • Moses Lake, WA 98837-3308

Phone: (509) 762-5541 • Fax: (509) 762-2202
Toll Free: (800) 747-9202 • TTY: (800) 833-6388

www.hagc.net
April 7, 2021

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

Carol Anderson
Executive Director



The Housing Authority of Grant County, Washington is an equal opportunity provider and employer and does not discriminate on the basis of race, color, national origin, religion, sex, physical or mental disability, or familial status. The Housing Authority of Grant County's policies and practices are designed to provide assurances that persons with disabilities will be given reasonable accommodations, upon request, so that they may fully access and utilize the housing programs and related services.

If you or anyone in your family is a person with disabilities, and you require a specific accommodation in order to fully utilize our programs and services, please contact the Housing Authority.



April 8, 2021



Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

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Sincerely,

A handwritten signature in black ink that reads "Madelyn Carlson". The signature is written in a cursive, flowing style.

Madelyn Carlson
People For People, CEO



April 9, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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723 W. Broadway Avenue
Moses Lake, WA 98837

1791 NE Kresky Avenue
Chehalis, WA 98532

4305 Lacey Boulevard, Suite 9
Lacey, WA 98503

1015 Vandercook Way, Suite D
Longview, Washington 98632

120 N. 18th
Mount Vernon, WA 98273

3347 Hwy. 101 North
Gearhart, OR 97138

644 SW Coast Hwy., Suite F
Newport, OR 97365

TEAM

Total Employment  And Management

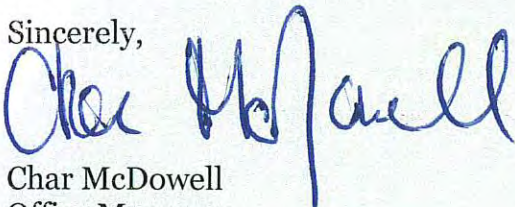
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Char McDowell
Office Manager
Total Employment and Management
723 W. Broadway
Moses Lake, WA 98837
509.765.3214 Ext. 301
charm@teamm.com

723 W. Broadway Avenue
Moses Lake, WA 98837

1791 NE Kresky Avenue
Chehalis, WA 98532

4305 Lacey Boulevard, Suite 9
Lacey, WA 98503

1015 Vandercook Way, Suite D
Longview, Washington 98632

120 N. 18th
Mount Vernon, WA 98273

3347 Hwy. 101 North
Gearhart, OR 97138

644 SW Coast Hwy., Suite F
Newport, OR 97365

Tobin Electric, Inc.

315 F. Street St.
P.O. Box 428
Quincy, WA 98848

Serving Grant County since 1955

Telephone (509) 787-1591
Fax (509) 787-3636
License #T02BNE1450C3

April 9, 2021

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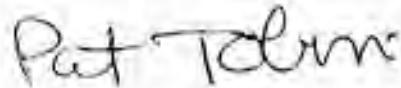
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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in black ink that reads "Pat Tobin". The signature is written in a cursive, slightly slanted style.

Pat Tobin
President
Tobin Electric, Inc.

Accredited Appraisal Services, LLC.

Commercial & Residential Properties

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

In particular, the Rail Infrastructure Expansion project would add several new rail tracks to the Port's rail terminal which would expand upon the Port's existing rail infrastructure which has been in successful operation for many years. The capacity, flexibility and efficiency of the rail terminal facility would be greatly increased by creating new tracks to store in-coming empty rail cars and loaded cars ready for departure without obstructing the loading tracks. Additionally, it would allow for longer trains to be loaded or unloaded at Port's rail terminal without obstructing the existing BNSF Mainline track. The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east at Road O NW.

The above proposed rail infrastructure additions are necessary to help attract and/or accommodate large job-creating industrial, manufacturing and food processing projects on the northeast side of Quincy, as well as to keep up with the increasing growth in ocean container freight (including frozen and dry agricultural products from central/eastern Washington) going from the Port of Quincy to the Ports of Seattle and Tacoma.

Furthermore, the Port of Quincy has been receiving some inquiries from shippers and other stakeholders about the possibility of utilizing the Port of Quincy Intermodal Terminal as a westbound inland container port in central Washington in which trains could be loaded at the Rail Terminal with ocean containers of Washington State agricultural products and then be railed to the Ports of Seattle and Tacoma to be loaded onto ocean container ships.

Because of the above-mentioned increased interest in utilizing the Rail Terminal by food processors and manufacturers as well as the additional cargo and containers that are being loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

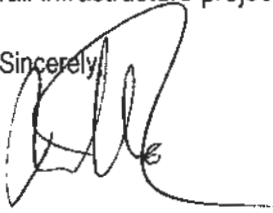
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In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure

to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rolando Garza', with a stylized flourish at the end.

Rolando Garza
Accredited Appraisal Services
Grant County, WA



Agri/Com Appraisals



April 12, 2021

Agricultural & Commercial Properties

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

Jim McCullough, Owner

4064 Cove West Drive ■ Moses Lake, WA 98837 ■ Office (509) 764-2341 ■ Fax (509) 764-5213

Richard H. Pulis ■ Cell (509) 760-2648 ■ Email: rhpulis@yahoo.com

James N. McCullough ■ Cell (509) 750-6878 ■ Email: jim-agricom@hotmail.com

www.agri-com.net



Columbia Business Consultants

Agricultural Business Solutions

2730 W. Marina Drive
Moses Lake, WA 98837

April 2021

Re: **Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project**

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,



Jeff Fagg, Owner

Columbia Business Consultants, LLC



500 SOUTH LASCO LANE, SUITE 224
MOSES LAKE, WASHINGTON 98837

(509)765-8614 PHONE
(509)766-9939 FAX
don.swartz@jandmelectric.net

April 12, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

We are writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the **rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District.**

In particular, the Rail Infrastructure Expansion project would add several new **rail tracks to the Port's rail terminal which would expand upon the Port's existing rail infrastructure which has been in successful operation for many years.** The capacity, flexibility and efficiency of the rail terminal facility would be greatly increased by creating new tracks to store in-coming empty rail cars and loaded cars ready for departure without obstructing the loading tracks. **Additionally, it would allow for longer trains to be loaded or unloaded at Port's rail terminal without obstructing the existing BNSF Mainline track.** The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east at Road O NW.

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In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

Don Swartz, President



April 12, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern:

Landau Associates, Inc. sends this letter in strong support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand the rail infrastructure on the northeast side of Quincy, WA, both within the Port's current rail terminal and to nearby industrial zoned properties in the Quincy Port District. With a branch office in located in Quincy, Landau Associates is fully engaged with economic development efforts in the region.

In particular, the Rail Infrastructure Expansion project would add several new rail tracks to the Port's rail terminal which would expand upon the Port's existing rail infrastructure which has been in successful operation for many years. The capacity, flexibility and efficiency of the rail terminal facility would be greatly increased by creating new tracks to store in-coming empty rail cars and loaded cars ready for departure without obstructing the loading tracks. Additionally, it would allow for longer trains to be loaded or unloaded at Port's rail terminal without obstructing the existing BNSF Mainline track. The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east at Road O NW.

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Because of the above-mentioned increased interest in utilizing the Rail Terminal by food processors and manufacturers as well as the additional cargo and containers that are being loaded and unloaded at the rail terminal there, it is very important that the rail infrastructure at the Quincy Rail Terminal be expanded.

Overall, the Port of Quincy Rail Infrastructure Expansion Project has a statewide and regional benefit as it will help to provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways, highways and mountain passes by converting over-the-road freight to rail freight, and decrease fuel consumption and carbon emissions.

In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

LANDAU ASSOCIATES, INC.

A handwritten signature in cursive script that reads "Katherine Ryf".

Katherine Ryf, CWRE
Principal

KAR/EFW/SAW

[X:\P_Quincy\Letter_Port of Quincy_Transportation Infrastructure Funding Support.docx1]



Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

To whom it may concern,

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Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lynn E Garza".

Lynn Garza & Team

Real Estate Broker
Windermere K-2 Realty
Moses Lake, WA



April 12, 2021

Re: **Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project**

To whom it may concern,

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In conclusion, we support the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which would expand and enhance rail infrastructure to attract/meet industrial and economic growth Quincy and Grant County, and to be able to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of our transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

WINDERMERE REAL ESTATE/CENTRAL BASIN, LLC

A handwritten signature in black ink, appearing to read 'Debra A Adams', with a long horizontal flourish extending to the right.

Debra A Adams
Designated Broker/Owner

OVERCAST LAW OFFICES - NCW, PLLC

www.overcastlaw.com

Thomas D. Overcast

23 S. Wenatchee Avenue, Suite 320
Wenatchee, Washington 98801
(509) 663-5588

Rani K. Sampson

David G. Visser

David A. Kazemba

Ryan A. Smolinsky

1115 Central Avenue S.
Quincy, Washington 98848
(509) 787-4247

Amber Schneider, Office Manager

April 7, 2021

Re: Support of Transportation Infrastructure Funding for Port of Quincy Rail Infrastructure Expansion Project

As the Managing Partner and on behalf of the partners of Overcast Law Offices – NCW, PLLC, I am writing in support of the \$7.1 million transportation funding request for the "Port of Quincy Rail Infrastructure Expansion Project." This project will expand the rail infrastructure on the northeast side of Quincy, Washington, both within the Port's current rail terminal and on nearby industrial zoned properties in the Quincy Port District.

In particular, the Rail Infrastructure Expansion Project will add several new rail tracks to the Port's rail terminal. The additional track will expand on the Port's existing rail infrastructure which has been in successful operation for many years. The capacity, flexibility and efficiency of the rail terminal facility will be greatly increased by creating additional tracks to store in-coming empty rail cars and loaded cars ready for departure, all without obstructing the loading tracks. Additionally, it will allow for longer trains to be loaded or unloaded at the Port's rail terminal without obstructing the existing BNSF Mainline track. The proposed design is intended to be easily expanded in the future to serve potential new industries, including potential extension to the east at Road O NW.

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April 7, 2021

Page 2 of 2

Overall, the Port of Quincy Rail Infrastructure Expansion Project has a statewide and regional benefit as it will help to provide more freight mobility options to Pacific Northwest and Washington State agricultural and food shippers and exporters, attract industrial and manufacturing projects that will create family wage jobs, lessen wear and tear on freeways and truck traffic congestion around the Ports of Seattle and Tacoma, and highways and mountain passes by converting over-the-road freight to rail freight, and decrease fuel consumption and carbon emissions.

In conclusion, Overcast Law Offices – NCW, PLLC enthusiastically supports the \$7.1 million of transportation funding being requested for the "Port of Quincy Rail Infrastructure Expansion Project", which will expand and enhance rail infrastructure to attract/meet industrial and economic growth in Quincy and Grant County, and enhance the ability to handle the increasing volumes of westbound export container freight and eastbound rail freight.

Thank you for your consideration of the transportation funding request for this important freight mobility and rail infrastructure project.

Sincerely,

OVERCAST LAW OFFICES – NCW, PLLC

A handwritten signature in cursive script that reads "Thomas D. Overcast".

THOMAS D. OVERCAST
Managing Partner