

1. **Any known details on railcar volumes, shippers, etc?**

The Port track is currently receiving about 13,000 cars which currently BNSF and UP are delivering directly to the customers. There are currently approximately 8 different customers receiving and shipping, however, the vast majority of the cars are for the following:

Central Washington Corn Processors ~6,000 cars annually
Lineage Logistics - ~4,000 cars annually
Lamb Weston
Packaging Corp of America
Del Hur Industries
Bio Gro

2. **How many crews are you running today?**

BN and UP are delivering directly to customers with one train per day per railroad, plus a Unit train every 5-6 days.

The Port's previous Short Line is no longer serving the Port so the Port staff is currently managing the track and hiring sub-contractors to handle inspections, maintenance, signals and track safety.

3. **Do you have any detail your two locomotives? Age, size, etc.**

Pictures attached. Both are in good working order.

4. **Will you be hosting a site tour for Bidders?**

Not at this time. However, if desired we can arrange that.

5. **Do you have a diagram of the shortline with your BN/UP interchanges and associated capacities?**

See attached track map.

6. **When was the last inspection for each of your four bridges?**

2021. See attached.

7. **I was just hoping to see what repairs if any have been done or if there was an updated inspection sheet.**

HDR is working on the 2022 inspection, but the answer is that the repairs have been or are in the process of being completed. No newer inspection report is able to be shared at this time.

8. **Is there a requirement to provide Engineers and Conductors for the purpose of switching, movement of trains or railcars? If so, excluding the UP and BN movements, what would the frequency of this need be?**

We would prefer that you have resources to spot cars for the existing customers and to manage the stored cars. The Port has two functioning locomotives that could be used for this

purpose. Currently there is not a great deal of demand for spotting services, however, in the past when the short line had a good working relationship with the Class I's there was a significant amount of spotting/switching services.

9. **Would a proposal for a 12 month contract with a 30 day cancellation clause based on performance criteria be acceptable?**

This may be acceptable, but depends upon the strength of other proposals.

10. **Is there any known capacity or rail improvement projects needed?**

There are a significant amount of rail improvements planned and some funded. The Port will continue to solicit grant funding and additional Port funds to continue these improvements. The short line operator will be utilized to complete emergency and small repairs under this contract, but would also be able to bid on any of the major repair projects.

The track is currently Excepted Track due to tie and rail conditions.

11. **What is the method of operation and maximum speed for the track to be operated (CTC, Yard Limit Rules, etc.)**

GCOR 6.28. The Port, with direction from our rail engineering firm, has set the speed at 5mph for the entire track until tie replacement has been made allowing for 10mph speeds under Class 1 track.

12. **Are the 8 crossings fully protected (lights and gates) and are there any power switches on the line?**

7 fully protected crossings, 1 cross bucks and lights. Additionally, the City of Richland is installing a new crossing/signal at Center Parkway expected to be completed early 2023. There are no power switches on the Port's track. The Class I crews throw switches as they use the track. They are asked to re-align the switches on the main track to allow for passing all the way through to the Industrial Area as they leave.

13. **Would the operator be required to hire or use employees covered by a union agreement?**

No.

14. **Would the Port provide office, garage and storage space for the operator's personnel, equipment and materials?**

The Port owns a locomotive repair facility, with offices and shop areas. All of this rail portion of an existing building *could* be provided to the operator for their use. In addition, the Port has the 2 locomotives, repair equipment, and parts inventory that would be available.

15. **Are there dates that you could provide at this time for a site visit?**

Please contact Roger Wright at 59-366-7455 to arrange a site visit.

16. Is the master rail plan from 2017 your guiding document? If so are there any updates to it?

No updates at this time.

17. I am a bit confused about the month to month up to 12 months. Will this be set for no longer than a 12 month period? Or is this truly month to month and if so how would someone perform annual planning?

No longer than 12 months for this initial RFP. The longer term RFP will need annual planning. Still, if you can provide information on how you go about making decisions on how to put together an annual plan for maintenance, etc., the Port would like to see it.

18. (Provide weekly and monthly track inspections of the approximately 16 miles of Port owned industrial rail spur. Inspections shall include all track, switches, signage, and vegetation. Provide electronic copies of all inspections within 7 days of the inspection Notify the Port immediately of urgent findings.)

Is this 4 or 5 inspections a month or does the weekly cover the monthly also?

Monthly inspection covers one of the weekly inspections

19. (Provide annual bridge inspection of the four bridge structures (depending upon length of contract) Provide electronic copies of all reports within 20 days of inspection. Notify the Port immediately of urgent findings.)

What type of bridges? Need to get a quote from our bridge inspectors?

Bridges include the following:

- 1) Irrigation bridge, beam span bridge
- 2) Columbia Park Trail Bridge, rail bridge over roadway, Beam Spans both sides of a through truss girder bridge.
- 3) Yakima River rail bridge, through truss girder with through lattice truss center section.
- 4) I-182 bridge, steel box girder. Bridge owned by WSDOT, we are only responsible for the track and ballast. Bridge inspection report available for review.

20. (Manage, coordinate, and schedule all operations on the Port-owned track including coordination of both Class I railroads, maintenance closures, or operational closures such as extreme heat or freeze events.)

Is this a daily coordination or a set plan? What are they doing now? Do they need a 24/7 POC to manage this?

Currently BNSF is coming in with a manifest train every day at about 8 am and leaving at about 1 pm. UP is coming in with a manifest train every day about 6pm and leaving about 11pm We average a Unit Train (90% BNSF and 10% UP) every 6 days. Most of the time the two railroads coordinate their use of the track between the crews. However, we have on track inspection

once per week and are routinely scheduling on track maintenance. When this happens, we coordinate track safety directly with the crews.

21. *(Provide 24-hour response to emergencies or special rail operations such as Unit Trains. Emergency response includes communication with public agencies, law enforcement, fire, and emergency services. Operator must have ability to always respond to the track within 30-60 minutes including taking signals out of service to allow vehicle traffic.)*

What type of unit train activity? Do the class 1 railroads operate unit trains on the line? Or is it a “harbor” situation like Boardman? Or are we expected to provide personnel for these activities? How frequent are these unit trains?

BNSF daily trains 5 days a week. UP daily trains 7 days a week. Unit trains approximately 60 times per year. At this time both Class 1's are delivering directly to their customer. The Unit Trains power remains with the train and the customer operates the power during offloading.

22. *(Coordinate the storage of rail cars in the Port rail yard. Provide car spotting as needed. Provide monthly inventory of cars including car location. Assist the Port with car storage charges.)*

How many customers? How frequent are cars going in and out? Cherry picking? Revenue split? Will we need (or expected) to have full time operations staff?

Currently 4 storage customers. Cars come and go a few times per month. Currently the Class 1's are cooperating by cherry picking the cars the customer wants. Long term the operator needs to coordinate that, and spot cars as needed. It is expected that staff will be available full time to handle operations, respond to emergencies, and do regular clean up and maintenance on the track and facilities.

23. *(Provide routine maintenance of the Port's two locomotives including winterization. Both locomotives can be used for routine operations on the Port track.)*

Winterization? Drian Water? Hot Starts? What is port activity and what is not considered port activity? (Do we need our own pwr for certain task) Fuel?

The port has existing equipment, see attached That equipment would be available for use by the operator. The operator will need to manage cars in the yard, and could use this equipment to service customers needing cars spotted. Fuel would be a cost of the operator, but additional revenue generated by serving customers would benefit the operator.

24. *(Provide track weed control and brush mowing on request from the port, based on the operators' recommendations)*

Who pays for the weed spray and weed control? What is the expected width of the spray pattern?

This work would need to be coordinated by the operator, but it could be a pass through cost to the Port. We estimate 16 miles of track by 15 ft width in spraying.

25. Can we use the old TCYRR equipment left behind? Who owns it? Is it for sale?

The remaining equipment is owned by the Port. See attached list. At this time it is not for sale but a portion of the equipment may be surprised after an operator is on board.

26. Will the Port provide an office?

The existing 2579 Stevens building has maintenance and office space available for an operator.

27. Who pays for utilities and internet?

Currently the Port is paying for these utilities.

28. Who pays for loco expenses such as fuel, oil, parts?

The intent would be the operator would pay for normal maintenance since the operator could use these locomotives for other rail business on the Port and City track.

29. Do your locomotives have blue cards?

Neither has a current blue card.

30. Is there a cap on track maintenance per month for ties, joint bars, bolts, switch lubing?

The intent would be that weekly and monthly inspections of the track would include general maintenance. Typically those inspections include lubing and adjusting at least a few of the main track switches. On a regular basis, we would anticipate that the operator would need to replace at least 5-10 ties per month in critical areas as needed. And we estimate that each week at least 1-2 joint bars will need attention. Any larger repair projects could be performed under separate payment after approved by the Port.

31. Will you order track supplies or will we keep an inventory?

There is a significant amount of rail inventory available now. The Port intends to continue to fund and purchase any additional needed rail inventory for the short term contract.

32. Is rail replacement considered minor or will the Port provide that?

Rail replacement will not be considered minor repairs.

33. Is there a contractor awarded the bid for rail repair? If so, are we able to call them when needed?

Railworks is currently performing track inspections and performing minor repairs when requested. Railworks could continue this effort under an operator or the new operator could take over this function.

34. Who pays for signal maintaining? Is there a contractor awarded the bid? We have one if needed.

Currently Advance Signal is performing this work, however, it is not mandatory that the new operator continue to use Advance Signal or Railworks if they have the capabilities of performing this work.

35. Vegetation control responsibility?

Vegetation control will need to be managed by the operator but the cost for the actual work *could possibly* be a pass through to the Port.

36. This would be a regulated shortline RR?

Yes

37. Do you hold Waste water permits?

The Port does not hold waste water permits related to the rail.

38. Do you have a locomotive pit to do inspections under the locomotives?

Yes, the current locomotive repair facility has 3 through tracks and 2 inspection pits.

39. How does car hire and demurrage work? Is there a tariff in place or do we have tariff authority to charge for extra services?

There is not currently a demurrage tariff approved but one could possibly be put in place pending discussions. Car storage agreements can and will be put in place for the yard.

40. I noticed that you own the two ex-DOE MP15AC's. Did the previous operator use there SD40-2's to switch with? Also, did they have trackage rights to take cars to the BNSF and the UP, or did they bring the interchange cars?

The Previous operator used both MP15AC's on a regular basis until the last year or so. Neither locomotive has a current inspection card. From 1998 – 2018 both locomotives had track rights on the UP track into Kennewick.

41. Given that this is a regulated shortline are you expecting the winning bidder to file with the STB and establish their own entity and railroad or would they somehow operate under some existing authority that the Port currently holds? It normally takes a minimum of 90 to 120 days to file and receive approval from the STB to operate a new shortline railroad.

We would expect that the selected company would take over the current operations, i.e management of the track, inspections, repairs, coordination of trains, as soon as possible. It is the Port's intent that the selected operator would gain approval to operate the Port's locomotives on the track for switching and spotting of cars as soon as possible. Currently UP and BN are cooperating with the Port to spot cars.

42. Can you tell me who is currently providing maintenance for the Ports locomotives?

Neither locomotive has a current inspection card. Neither is currently being operated. The awardee would need to take over or manage the inspection and maintenance of the locomotives.

43. 16 miles of track – all are in service (or which are out of service)?

Almost all of the track is in service except for the Transload track, see attached. This track needs some clean up and weed removal before it could be placed in use.

44. Grade crossing signals – Port (does/does not) have inspection records here, incl. annuals?

The Port does have the signal inspection records. At least for the last few years.

45. I assume we'd need to handle the bridges through our Part 237 Bridge Management Program – or does the Port have its own we should plan to manage by? Looks like currently due annual inspection will fall to the awardee.

The Port intends to have HDR continue to manage and inspect the bridges. The operator could take this function over if you have those services internally.

46. Who is refereeing BNSF / UP occupancy upon the POB line's now – or are BNSF /UP handling that informally / jointly? Is it being handled as one crew making movements at a time anywhere on the POB, or are they coordinating multiple movements within the complex? Are they wanting to have more than one crew working at a time upon the lines?

The Port is currently managing traffic on the Port's line. Basically, BNSF is coming in days, and UP is coming nights. When a Unit Train comes the two railroads and the Port work out a time to fit in that traffic. When the Port has maintenance work on the track, we notify the railroads that the track is closed and during what hours.

47. It appears an awardee becomes 'the RR' / would file with STB to operate, however: BNSF and UP will continue to have (intend to exercise for the duration of the short-term contract) their rights to reach all customers reached by the POB lines?

BNSF and UP will continue to have the right to run to directly to the Customer. The awardee would be responsible for continuing to coordinate track time but the awarded would likely immediately need to spot cars in the Port's rail yard or possibly for customers on the track.

48. Would we have the ability to contract directly with BNSF and UP to work through what a switching rate would be?

Yes, the selected operator could definitely work with BNSF and UP in the future to deliver on their behalf, through an approved rate with the Port and the Class I's. That was in place previously at the Port with the previous operator and the Class I's.