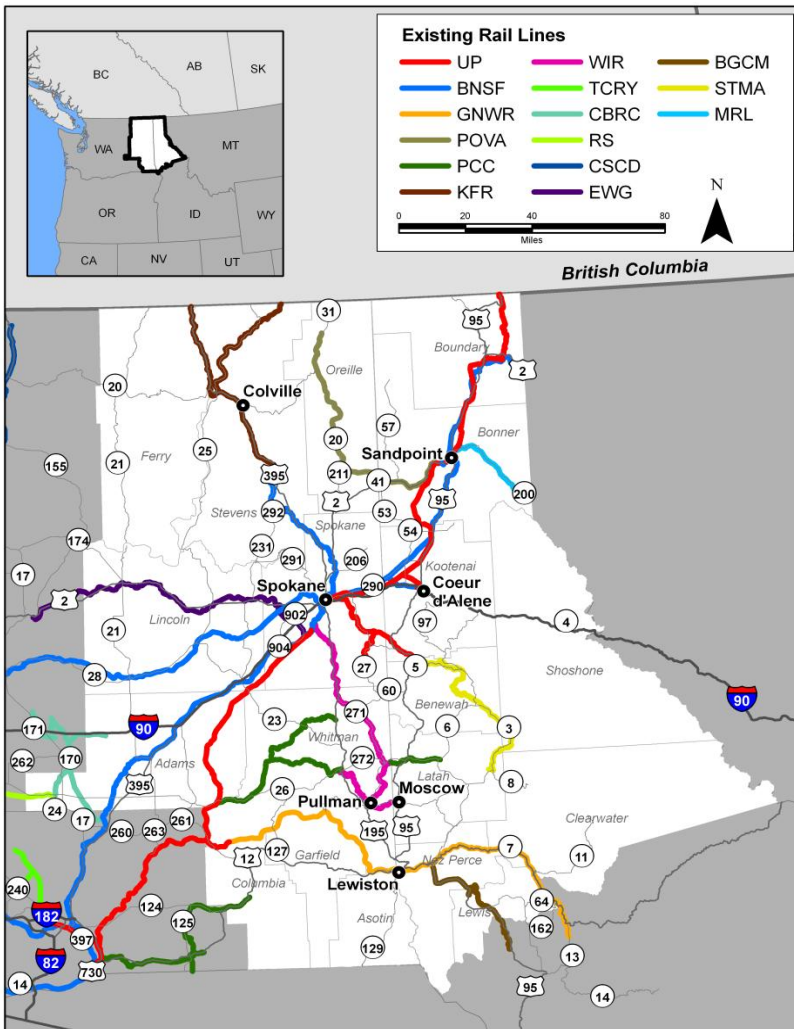


# INLAND PACIFIC HUB Transportation Study



## IPH Modal Profile Summary – Rail



The Inland Pacific Hub (IPH) study area is comprised of nineteen counties located in eastern Washington and northern Idaho. The Inland Pacific Hub Transportation Study was undertaken for the purpose of examining the IPH study area as a multimodal global gateway and to seek opportunities for increasing domestic and international commerce.

Two Class I railroads operate in the IPH study area, Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) Railroad. One regional railroad operates in the study area, Montana Rail Link, and eight short line railroads.

**Class I Railroads:** The BNSF operates under constrained conditions on its Everett-Spokane line, as well as between Pasco, WA and Lind, WA and between Sandpoint, ID and Montana. From Lind to Sandpoint, including the Spokane, WA vicinity, the BNSF operates under reliable conditions. The UP operates under constrained conditions on its entire run through the IPH study area, from Hinkle, OR to Eastport, ID at the BC, Canada border.

The BNSF typically serves 50 to 60 trains per day (sometimes up to 70 during harvest season, which is capacity in “the funnel” (between Spokane and Sandpoint). The UP/Spokane International (SI) Railway route typically serves up to eight trains daily. The BNSF mainline across Stampede Pass serves about five trains daily, the Columbia River route, about 35 trains daily and Stevens Pass route handles about 16 trains per day. The UP route to the WA Tri-Cities serves about seven trains daily.

**Class II Railroads:** The Montana Rail Link (MRL) is the IPH study area’s only Class II railroad. The MRL connects with the BNSF at Spokane. From Spokane it runs northeast to Sandpoint over BNSF trackage, where it connects with the UP. From Sandpoint the MRL parallels ID SH-200 and proceeds

into Montana. The MRL then runs east to Billings, MT also passing through the Montana cities of Missoula, Helena, and Bozeman. MRL currently serves no shippers in Washington or Idaho.

**Short Line Rail Network in the IPH Study Area:** A total of eight short line railroads serve the IPH study area. Short line railroads serving the region include the Kettle Falls International Railway, the Pend Oreille Valley Railroad, the Eastern Washington Gateway Railroad, the Washington & Idaho Railroad, the Palouse River & Coulee City Railroad, the Great Northwest Railroad, the St. Maries River Railroad, and the Bountiful Grain and Craig Mountain Railroad. These railroads collectively operate nearly 900 miles of track and reach all parts of the region, with the exception of certain areas within Ferry, Shoshone and Clearwater counties.

**Transload:** The IPH study area currently has one transload facility. Inland Empire Distribution Systems, Inc. (IEDS) is located in the Spokane Industrial Park on Sullivan Road. The IEDS facility includes 400,000 square feet of warehouse space, 120,000 square feet of uncovered space, an overhead crane, a 16-ton forklift and segregated facilities for consumer, chemical, industrial, and forest products. Both the BNSF and the UP serve the IEDS facility.

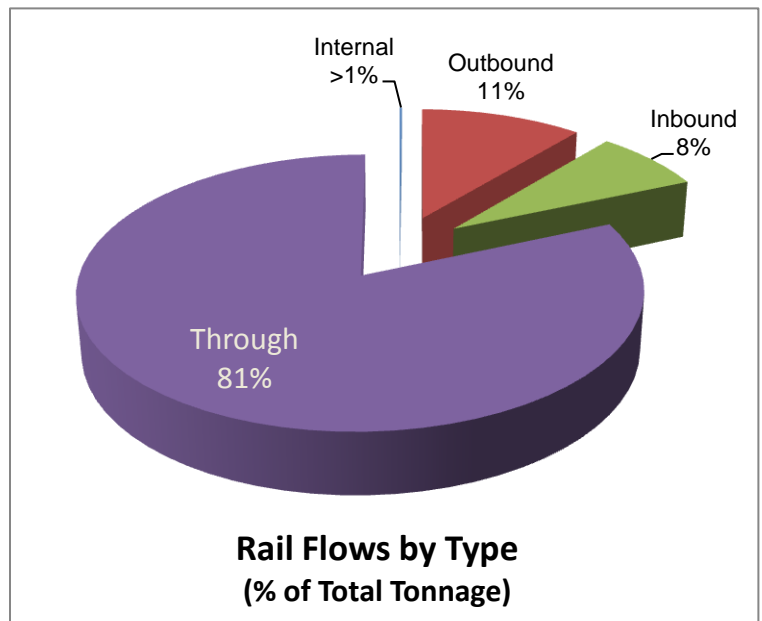
**Intermodal:** BNSF does market intermodal service in the IPH study area, but it is typically trailer on flatcar (TOFC) service that is marketed through an IMC (Intermodal Marketing Company) like Swift or JB Hunt. Containers are loaded at the transload facility in “The Park” industrial park in Spokane Valley. Service is currently offered from Spokane to St. Paul or Chicago and from St. Paul or Chicago to Spokane.

**International:** The only railroad that has operations on both sides of the border within the study area is the Kettle Falls International Railway, LLC.

According to the TRANSEARCH™ database analyzed for the study, rail traffic accounts for 43 percent of all tonnage (71.5 million tons) and 20 percent of the value (\$95.4 billion) for all commodity flows in the IPH study area.

- Local (internal) tonnage was 98 thousand tons
- Inbound flows totaled 5.4 million tons
- Outbound rail flows were 7.8 million tons
- Through rail flows were 58.3 million tons

In 2007, carload freight movements in the IPH study area accounted for 12.7 million tons and are forecast to decrease slightly to 12.6 million tons by 2027. Intermodal freight tonnage in 2007 was at 530,760 tons and is forecast to grow to 763,095 tons by 2027, a 43 percent increase.



Source: 2007 TRANSEARCH™ from Global Insight

**For more information** about the Inland Pacific Hub Transportation Study, including published working papers and technical memoranda, visit: <http://www.inlandpacifichub.org/>

