

ConnectOregon Program

Application

PART B - Applicant Qualifications

1. CONTACT INFORMATION

APPLICANT

ORGANIZATION NAME Port of Portland	PRIMARY CONTACT PERSON AND TITLE Tom Bouillion, Senior Planner
ADDRESS Box 3529	TELEPHONE (503) 944-7615
CITY, STATE AND ZIP CODE Portland, OR 97208	FAX (503) 944-7466

CO-APPLICANT/CO SPONSOR

ORGANIZATION NAME	PRIMARY CONTACT PERSON AND TITLE
ADDRESS	TELEPHONE
CITY, STATE AND ZIP CODE	FAX

2. IS/ARE THE APPLICANT(S) CURRENT ON ALL STATE AND LOCAL TAXES, FEES AND ASSESSMENTS?

YES NO If NO Explain:

PART C - Project Description

3. PROJECT DESCRIPTION AND PURPOSE: Summarize the project's description and purpose. Provide maps in 8 1/2 "X 11" format as hard copy only.

Description. This project will complete the final design and construct 1) a second lead track (approximately 12,000 LF) connecting north and south parts of the 2,800-acre Rivergate Industrial District (Rivergate) and 2) six yard tracks (25,695 LF total) in Ramsey Rail Yard. The project site is located within Rivergate, a major west coast distribution center containing more than 65 businesses involved in warehousing and distribution, light and heavy manufacturing, as well as Marine Terminal 6 (T-6), Oregon's primary container terminal, and Marine Terminal 5 (T-5), a major exporter of bulk grains (primarily wheat) and bulk minerals (Potash).

This project will benefit businesses both in Region 1 and statewide (approximately 30% regional and 70% statewide).

Purpose and Need. The project's purpose is to support efficient market access for Rivergate businesses by improving rail infrastructure. The project is needed to:

- Support retention and growth of businesses in the Rivergate Industrial District, including Marine Terminals 5 and 6;
- Help solve a regional, as well as a local, congestion problem; and
- Leverage considerable public and private investment to retain/create high wage jobs.

The project will reduce congestion and delays for businesses relying on unit train service, for businesses relying on manifest train service, and for businesses relying on auto train service. For a more detailed description of the benefits expected from the proposed rail improvements, see the Addendum on page 8 of this application.

4. ConnectOregon (CO) Project Budget

SOURCES OF FUNDS: Please identify the source and amount of moneys comprising your project budget in terms of grants, loans, match and other funds.

SOURCES:	AMOUNT	PERCENT OF TOTAL	DATE AVAILABLE	
			CAL. YEAR	QUARTER
a. ConnectOregon Grant	\$4,800,000.00	34.5 %	2007	1
b. ConnectOregon Loan	\$2,000,000.00	14.4 %	2007	1
c. Required Match (Grants - 20% of Total Project) 1	\$7,100,000.00	51.1 %	2006	1
d. Other Leveraged Funds (2)		00.0 %		
e. Other Leveraged Funds (2)		00.0 %		
f. Other Non-Leveraged Funds (Describe)		00.0 %		
g. Other Non-Leveraged Funds (Describe)		00.0 %		
TOTAL*	13,900,000	100 %		

(1) Please describe the source and timing of the 20% match shown above. If applicable include the cost basis of property.

The Port of Portland has received a federal appropriation of \$7.1 million which it is using as match for this project.

(2) If your project leverages other funds beyond the ConnectOregon grants, loans and match required for your project, please describe the source, timing and basis for valuing the other funds. Leveraged funds must be shown in 1(d) and 1 (e) above.

USES OF FUNDS: Please identify the proposed uses and amount of moneys comprising the project budget.

USES:	AMOUNT	PERCENT OF TOTAL	DATE AVAILABLE	
			CAL. YEAR	QUARTER
Labor (Payroll)		00.0 %		
Contracted Services (If Known)		00.0 %		
Materials and Supplies		00.0 %		
Capital Outlay (Land)		00.0 %		
Capital Outlay (Buildings)		00.0 %		
Capital Outlay (Equipment)		00.0 %		
Other (Describe): _____		00.0 %		
Other (Describe): _____		00.0 %		
Other (Describe): _____		00.0 %		
Other (Describe): See Addendum page 11	13,900,000	100 %	2007	1
TOTAL*	13,900,000	100 %		

***Totals for Sources of Funds and Uses of Funds must be equal.**

5. REAL ESTATE

EXACT ADDRESS OR LEGAL DESCRIPTION:

a. IS PROPERTY OWNED BY APPLICANT(S)?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	PURCHASE PRICE	DATE
b. IS PROPERTY TO BE PURCHASED?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	PURCHASE PRICE	DATE
c. IS PROPERTY TO BE LEASED?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO		
d. DOES THE PROJECT INCLUDE EASEMENTS OR DONATED PROPERTY?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO		

Provide any additional details here:

PART D - Project Considerations

NOTE: The independent review consultant who will evaluate the project may consider other published or publicly available information when conducting this review.

6. TRANSPORTATION COST REDUCTION: Describe how the project reduces transportation costs for Oregon businesses.

Currently, unit trains from both Class 1 railroads bound for Columbia Grain and Canpotex at Terminal 5 experience delay of between 12-24 hours. About 150 loaded trains serve Canpotex and approximately 250 loaded trains serve Columbia Grain annually. UP estimated the average delay cost of a train at \$300 per hour (SOURCE: I-5 Rail Capacity Study, I-5 Trade and Transportation Partnership, p. 5-2). Based on the above assumptions, costs in delay to the class one railroads for unit trains bound for Terminal 5 are estimated to be between \$1.4 million and \$ 2.8 million annually. Construction of this project will help reduce this delay and allow at least one additional loaded unit train to enter Terminal 5 each day.

A major problem for Rivergate's manifest customers is the delay experienced when rail cars are interchanged between the BNSF and the UP; this delay for local and regional distribution can range from 2-3 days. Completion of this project will allow for the efficient interchange of rail cars and for the flexibility of pre-sorting rail cars at Ramsey or the main classification yards of the Class 1 railroads, allowing for direct delivery to the manifest switcher and customer. With this project, the reduction in delay for manifest customers will be 1-2 days or an improvement of between 30-100%. Manifest customers are likely to benefit from greater frequency and reliability of service through increased worker productivity, increased availability of product, improved delivery time to customers, and from the need to maintain less inventory on-site. This project is also likely to reduce the negative impact to those firms that engage in transloading: "Poor rail service can mean more trucks are needed to support goods movement with in a region. It can also mean increased operating costs and reduced productivity as missed transloading schedules cost both the time of the trucking and unloading crews and require trucking firms to reschedule their Operations" (SOURCE: Cost of Congestion to the Economy of the Portland Region, Economic Development Research Group, November 2005, p.15).

7. MODAL CONNECTIVITY: Describe how the project benefits or connects two or more modes of transportation.

This project will help to facilitate the transfer of grain and other bulk commodities between rail and ocean going vessels. As a result of this project and other rail investments in the vicinity, Canpotex, as described above, expects to export an additional million metric tons of Potash each year, conveyed by approximately 10,000 rail cars, generating 20 to 30 additional ship calls at Marine Terminal 5.

For Columbia Grain, as a result of this project and other rail investments in the vicinity, an additional 300,000 metric tons of wheat is expected to be exported annually, conveyed by approximately 2,000 rail cars, generating up to an additional 10 additional ship calls at Marine Terminal 5. This is in addition to record volumes exported by Columbia Grain in 2005.

8. STATEWIDE OR REGIONAL TRANSPORTATION LINK: Describe how the project creates a critical link in a statewide or regional transportation system.

With the proposed improvements, the Ramsey Yard will serve as a strategic interchange between the BNSF and UP. At present, they interchange rail cars between UP's Barnes and Albina Yards and BNSF's Vancouver Yard. However, there is a current lack of capacity at all of these yards. "Yard capacity is inadequate, forcing trains to wait on mainline tracks. Local traffic moving into and out of marine port and railroad terminals competes for space with long-distance through trains, including intermodal trains traveling from Seattle and Tacoma to the Midwest and California through the Portland-Vancouver area. When measured in terms of delay per train, rail congestion in the Portland Triangle is about twice that of Chicago, the nation's largest rail hub" (SOURCE: Freight Rail in the Oregon Economy, Cambridge Systematics, 2004, p.8-4). By allowing for this interchange to occur in Ramsey, bottlenecks to the larger rail system within the "Portland Triangle" can be reduced.

In addition, the I-5 Rail Capacity Study found that this project is one of the principal projects that will address capacity needs for the next 5 to 10 years, and suggests that expanded capacity and longer tracks at the Ramsey and Barnes Yards would resolve some of the capacity problems in the base modeling run. The study also found that capacity expansions at Ramsey and Barnes Yards will significantly reduce the delay hours experienced by yard engines and transfer jobs in Rivergate (SOURCE: I-5 Rail Capacity Study, I-5 Trade and Transportation Partnership, page 3-5). The lack of rail capacity threatens the region's long-term economic health. Eventually, trains could be routed around the area to avoid congested conditions, thus reducing Portland's position as a transportation hub. Businesses that rely on rail service may have to consider other locations. Expansion of port facilities will be difficult if additional trains cannot be accommodated efficiently (SOURCE: I-5 Rail Capacity Study, I-5 Trade and Transportation Partnership, p. 5-2). The Ramsey Rail Yard improvements will fix a critical rail bottleneck, benefiting rail users both within Rivergate and the Region as a whole.

In addition to helping implement findings in the I-5 Rail Capacity Study, the proposed project would support various provisions in the Port's Transportation Improvement Plan, Metro's Regional Transportation Plan, the Oregon Transportation Plan. Further detail is provided in the Addendum on page 9 of this application.

9. COST BORNE BY APPLICANT(S): Provide the amount by which the project will exceed, or provide a match beyond ConnectOregon's minimum grant-match requirement of 20%.

The Port of Portland has paid for conceptual engineering and some of the preliminary engineering for this project. The Port will contribute 4.4 acres for the project at a value of \$5/square foot or \$960,000. The value of the land contribution has not been included in the overall project cost of \$13.9 million. In addition, the Port has obtained a \$7.1 million federal appropriation, which represents more than 50 percent of the total project cost. Finally, the Port will repay the \$2 million loan amount requested through this application through revenues generated once the project is operational.

10. PERMANENT AND CONSTRUCTION JOBS CREATION/RETENTION: Describe how the project creates and retains permanent and construction jobs in Oregon.

The Ramsey Yard project will result in short-term construction jobs and support retention and creation of permanent jobs. Information from the BEA 2002 RIMS II Regional Input-Output Multipliers publication indicates that 17.9 person-years of employment will be generated for every \$1 million of construction spending. Assuming that the \$13.9 million project cost is mostly for construction, the equivalent of about 249 direct, indirect, and induced jobs will be created based on the RIMS II multipliers. Applying a similar methodology from a recent ODOT report, "Short-Run Job Impacts from Transportation Construction Expenditures in Oregon," results in a total of 252 jobs created from spending for the Ramsey Yard project. The project also will help retain an estimated 650 direct jobs generated by Portland Harbor grain export activity (SOURCE: The Local and Regional Economic Impacts of the Portland Harbor, Martin Associates, January 2001, p.17). To handle Columbia Grain's record 3.7 million tons of wheat exports in 2005, an additional 12-15 longshoremen were hired (SOURCE: The Oregonian, "Grain export from Port sets record." 12/09/05). Increases of Canpotex potash exports from 2.5 million-3.5 million metric tons annually would generate 20-20 additional ship calls, \$1 million in personal income, and 59 jobs (SOURCE: Daily Shipping News, "Port of Portland Oks expansion of Terminal 5 site for Canpotex," 10/25/05). The Ramsey project and other planned improvements will help alleviate bottlenecks, retain jobs, and provide for future growth.

11. ANTICIPATED CONSTRUCTION START DATE OR EQUIVALENT:

2nd Quarter 2007

12. ANTICIPATED PROJECT COMPLETION DATE:

2nd Quarter 2009

13. CONSTRUCTION READINESS: Provide a project timeline and describe where the project is on this timeline in relation to planning, design and permitting issues.

The Port of Portland has completed conceptual engineering and some preliminary engineering for this project. Other infrastructure immediately to the north (Columbia Slough Rail Bridge) and south (Lombard Overcrossing) have been designed and built to accommodate this project, primarily by allowing for a continuous second main lead track from just south of Marine Terminal 6 to Columbia Grain. In addition, the site for the proposed project has been filled and leveled in anticipation of this improvement. Finally, more than half of the funds required to build this project have already been obtained in the form of a \$7.1 million federal appropriation. This project is not expected to trigger a City of Portland land use review, federal NEPA process, or wetland fill permit. The anticipated construction start date is the 2nd quarter 2007. The anticipated construction completion date is the 2nd quarter 2009.

14. PROJECT OPERATIONS: How will the ongoing maintenance, operation and replacement of the project be financed?

The Port of Portland is in the process of developing a third party switching agreement (3PS) between the Class 1 railroads and Anacostia and Pacific (APCI) which would provide for a third party to operate and maintain all the improvements in the yard proposed by this project. 3PS will allow for efficient interchange of trains and manifest cuts of rail cars between the two Class 1 railroads. In any event, both Class 1 railroads will have access to the Ramsey Yard. Replacement of the rail yard facilities is not expected to be needed for many years. The Port will continue to own the land and improvements and would consider a variety of public and private financing options when the need for replacement is identified.

15. OTHER CONSIDERATIONS AND INFORMATION : Describe any other considerations and information you would like taken into account about the project.

Leverages Public and Private Funds: The project will leverage about \$29 million of public and private investment, including \$16 million for the Canpotex expansion; \$7.1 million for Ramsey Rail Yard construction; and \$3.9 million for South Rivergate Rail Yard.

Relationship and Benefit to Other Port of Portland Connect Oregon Requests: The Port of Portland is submitting Connect Oregon requests for an additional container crane at Marine Terminal 6 and for a third main rail lead from Barnes Yard to Marine Terminal 4. For container service at T-6 to grow beyond a certain level and for the new crane requested through Connect Oregon to be used at an optimal level, the two existing auto accounts at Marine Terminal 6 (Honda and Hyundai) will need to have their auto trains switched and assembled at an off-terminal location in order to preserve the rail capacity on-terminal for container traffic. Ramsey Yard is designed to provide this off-terminal auto train switching and assembling capability. In the second case, Ramsey Yard will provide additional rail capacity during times of peak rail traffic so that the third lead from Barnes Yard can remain clear for unit trains bound for Marine Terminal 4.

Environmental Benefits: The project will also provide environmental benefits by encouraging Rivergate business, primarily manifest rail users, to use more rail service instead trucks. These benefits are primarily related to improved air quality, reduced fuel consumption and reduced congestion on the road system.

"The U.S. Environmental Protection Agency estimates that for every ton-mile, a typical truck emits roughly three times more nitrogen oxides and particulates than a locomotive. Related studies suggest that trucks emit six to 12 times more pollutants per ton-mile than do railroads, depending on the pollutant measured. According to the American Society of Mechanical Engineers, 2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving by highway were shifted to rail. In 2000, railroads moved a ton of freight an average of 396 miles per gallon. If 10 percent of the freight moved by highway were diverted to rail, the nation could save as much as 200 million gallons of fuel annually. On average, railroads are three or more times more fuel efficient than trucks" (SOURCE: Freight Rail Bottom Line Report, AASHTO, 2003, p.29).

PART E - Supporting Materials: Provide a list here of supporting materials that will be provided as part of your hard copy submission.

Exhibit 1: Regional Context Map

Exhibit 2: Map of all Port Connect Oregon Projects

Exhibit 3: Project Site Map

Exhibit 4: Oblique Photo of Project Site

Exhibit 5: Letters of Support

ADDENDUM PAGE 8: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

Addendum to Part C3, Project Description and Purpose, page 2

The proposed rail improvements at Rivergate will have the following benefits to businesses.

Benefit to Businesses Relying on Unit Train Service in Rivergate.

The bulk grain and bulk mineral exporters at T-5, Columbia Grain and Canpotex respectively, currently have unit train service, but experience substantial delays, sometimes as much as days, due to the lack of a landing and staging area for unit trains in Rivergate. Currently, unit trains for the Burlington Northern Santa Fe (BNSF) Railway must stage along the Fallbridge Subdivision (the mainline on the north side of the Columbia River) which can cause a rippling bottleneck effect throughout the BNSF system in both Washington and Oregon due to the lack of unit train staging, slotting and chambering capacity. This distance (between 6 and 150 miles) along the Fallbridge Subdivision, means that unit trains with an ultimate destination of T-5 are often delayed by days behind other trains occupying the main line on the north side of the Columbia River. This situation is the same along the Union Pacific's (UP) Columbia River Gorge route, which also handles unit trains for all the Port Terminals including Terminal 4, Terminal 5 and Terminal 6.

The Port of Portland is the leading exporter of wheat in the U.S. and has seen a 28% increase in volume over the last two years. Columbia Grain unloads approximately 24,000 rail cars of domestic wheat annually from states ranging from Oregon to as far away as Kansas and exports via ocean going vessels to a global market. Eighty-five percent of Oregon's wheat crop is exported each year (SOURCE: Pacific Shipper, "Grain exports drive Port of Portland" 12/29/05). 2005 was a record volume year for Columbia Grain with 3.7 million tons of wheat exported. In order to accommodate the large volume of wheat a night shift of 12-15 additional longshoremen were added to the work force (SOURCE: The Oregonian, "Grain export from Port sets record." 12/09/05). Although the demand for wheat and other grains remains high, the rail-related bottlenecks described above threaten future growth.

Likewise, Canpotex (Portland Bulk Terminals) has experienced strong international demand for its bulk product, Potash. As a result, Canpotex and the Port of Portland are investing \$16 million in an expanded storage and processing building and a third rail loop track. With this project, as well as other rail improvements, potash exports are expected to increase from the current amount of 2.5 metric tons annually to as much as 3.5 metric tons annually. This additional volume will generate 20 to 30 additional ship calls annually, providing more than \$1 million in additional personal income for the region's maritime industry workers and create an estimated 59 direct, indirect and induced jobs (SOURCE: Daily Shipping News, "Port of Portland Oks expansion of Terminal 5 site for Canpotex." 10/25/05). Another major Rivergate unit train customer will be Oregon Steel Mills once their new metal pipe production facility comes on-line later this year.

Benefit to Businesses Relying on Manifest Train Service in Rivergate.

Manifest train users (trains comprised of freight of all kinds, typically from many different businesses) will also benefit from more frequent and reliable service and reduction in rail car delay. Based on a 2003 Survey, there are approximately 28 manifest customers in Rivergate. One of the major problems for manifest customers in Rivergate is the delay experienced when their rail cars have to be interchanged between the two Class 1 railroads. Current interchange delays can range from 2-3 days. With the construction of this project, manifest rail shippers will have the ability for efficient interchange of their rail cars, allowing the Class 1 carriers to interchange their north Portland traffic directly into Rivergate instead of interchanging between their large existing yards. More specifically, the flexibility will exist to pre-sort rail cars either at the main classification yards or Ramsey Yard, which is a service improvement not possible today.

Benefit to Auto Train Service in Rivergate.

Numerous auto rail shippers in the Rivergate area (Toyota, Hyundai, Honda, Ford, GM and Chrysler) will similarly benefit from more frequent and reliable service, reduction in delay and added capacity for both empty and loaded rail cars. The first three auto manufacturers mentioned above imported and in some cases exported 353,000 autos in 2005, the majority of which were conveyed to or from Port of Portland marine terminals on auto trains (SOURCE: Port of Portland Marine Research). In the case of Honda and Hyundai, anticipated growth in container traffic at Terminal 6 at some point is likely to displace auto train service on-terminal. Ramsey Yard is designed to provide off-terminal auto train switching and assembling capability on two of the six yard tracks.

ADDENDUM PAGE 9: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

Addendum to Part D8, Statewide or Regional Transportation Link, page 5

The Ramsey Rail Yard Improvements support and will help implement various provisions in regional and statewide transportation plans, including the Port of Portland's Transportation Improvement Plan, Metro's Regional Transportation Plan, and the Oregon Transportation Plan, as summarized below.

2006 Port of Portland Transportation Improvement Plan-adopted as a priority project

Metro Regional Transportation Plan

RTP Policy 15.0, Regional Freight System, focuses on providing an "efficient, cost-effective and safe movement of freight in and through the region." The objectives address providing access between the freight corridors and intermodal facilities and industrial sanctuaries, maintaining reasonable travel times for freight movement, coordinating planning activities for regional freight corridors, and correcting safety deficiencies.

RTP Policy 15.1, Regional Freight System Investments, focuses on protecting and enhancing "public and private investments in the freight network." Its objectives address opportunities for partnerships and funding for freight mobility investments.

1992 Oregon Transportation Plan

Policy 3B – Linkage to Markets

It is the policy of the State of Oregon to assure effective transportation linkages for goods and passengers to attract a larger share of international and interstate trade to the state.

Action 3D.3

Continue to support Portland's role as a major freight hub for goods transported by air, highway, rail, barge and ship and recognize the other metropolitan areas' role as main connectors for the multimodal system.

Policy 3C – Expanding System Capacity

It is the policy of the State of Oregon to expand the capacity of Oregon's freight industry by facilitating increased cooperation among the providers of transportation facilities.

2006 Oregon Transportation Plan Update (draft)

Key Initiative – Preserve Access to Oregon Ports

Work with the Northwest Congressional delegations, federal agencies, and the Army Corps of Engineers to assure funding is available for needed dredging and for maintenance and repair of jetties that protect shipping lanes and harbors. The state, local governments, and the railroads should work to maintain and improve access to marine facilities. Oregon should support improved funding for cargo-handling capacity.

Policy 3.1 An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated and efficient freight system involving air, barges, pipelines, rail, ships, and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably.

City of Portland Freight Plan

Policy 5.4 Transportation System, Objective A

Support multimodal freight transportation improvements to provide competitive regional access to global markets and facilitate the efficient movement of goods and services in and out of Portland's major industrial and commercial districts. Ensure access to intermodal terminals and related distribution facilities to facilitate the local, national, and international distribution of goods and services.

In summary, the Ramsey Rail Yard Improvements, while predominantly of statewide and regional importance, also provide significant local benefit to shippers within the Rivergate Industrial District.

ADDENDUM PAGE 10: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

Addendum to Part A6, Certification, page 1

*We understand the requirements of the last sentence in the certification in section 6 of the application will be satisfied if the Port complies with all applicable statutory requirements and rules.

ADDENDUM PAGE 11: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

Budget Estimate

Loc: Rivergate Industrial Development
 Project: Second BNSF Lead & Ramsey Yard (6 Storage Tracks)

By: ATH

Proj. no: N/A
 Design no: N/A

Date orig: Dec. 12, 2005
 Revised #: 1
 Date: Dec. 29, 2005

THIS ESTIMATE HAS A RATING OF: 2-B See below for rating scale guide

Scope: Estimate for the design and construction of: BNSF railroad main lead No. 2 connecting BNSF track at Ford Facility to UPRR Bonneville Yard & 6 storage tracks in Ramsey Yard

- Assumptions:
- a) Quantities per HDR May 2000 report, adjusted.
 - b) Total storage clear length (6-tracks) 23,650 feet; total capacity: 349 62-ft railcars
 - c) Collect and discharge storm water to nearby City treatment facility
 - d) Industry lead not included
 - e) BNSF cost for suspension of railroad operations during construction not included
 - f) Soft costs include allowance for administering federally funded project
 - g) No work in City E-Zone or areas subject to COE and/or DSL permitting
 - h) Allowance for one (1) additional #11 cross-over

ITEM DESCRIPTION	EST.		UNIT PRICE	COST
	QUANT.	UNITS		
Mob, Demob and Survey	5	%		425,000
BNSF SECOND MAIN LEAD				
Grading, Drainage, Misc. Site work	1	LS	100,000.00	100,000
Main Lead #1 - New Track	4,894	TF	125.00	611,750
Main Lead #1 - Shift Existing Track	1,972	TF	30.00	59,160
Main Lead #2 - New Track	8,298	TF	125.00	1,037,250
Main Lead #2 Shift Existing Track	3,894	TF	30.00	116,820
Modify OR Transfer, Reef & Ford Connections	3	EA	25,000.00	75,000
#9 Turnouts	2	EA	115,000.00	230,000
Industry Lead -- Relocate #9 Turnout	1	EA	25,000.00	25,000
TM Lee - Shift Existing Tracks	256	TF	30.00	7,680
TM Lee - Relocate # 9 Turnout	1	EA	25,000.00	25,000
UPRR Barnes Lead - Shift Existing Track	250	TF	30.00	7,500
UPRR Barnes Lead - Relocate #9 Turnout	1	EA	25,000.00	25,000
Roadway Crossings - Construct Crossings	150	TF	300.00	45,000
Roadway Crossings - Relocate Signal Equipment	4	EA	20,000.00	80,000
Retaining Wall	1	LS	100,000.00	100,000
RAMSEY YARD SIX STORAGE TRACKS				
Grading & miscellaneous site work	1	LS	70,000.00	70,000
Stormwater Collection	1	LS	650,000.00	650,000
#9 Turnouts	6	EA	115,000.00	690,000
#11 yard turnouts	6	EA	115,000.00	690,000
New Yard Track	25,695	TF	125.00	3,211,875
Utilities & Lighting	1	LS	130,000.00	130,000
Landscaping	1	LS	300,000.00	300,000
ALLOWANCE FOR ADD'L NO. 11 CROSS OVER	1	EA	220,000.00	<u>220,000</u>
			Construction Cost	8,932,000
Planning, Admin., Engr., Permits @	25	%		2,233,000
Consultant @	5	%		447,000
Contingency @	25	%		2,233,000
			TOTAL COST	\$13,845,000
			For Budgetary purposes, use	\$13,850,000

ADDENDUM PAGE 12: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

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