



Freight Rail Assistance Application - October 2006 Rehabilitation of Bridges FF276B and FF282

1. Contact Information

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2. Project Description

Two significant bridges create the access to the Mountain Division for Tacoma Rail from the Fife Yard of the Union Pacific Railroad. The first bridge has two sections: the first spans the Puyallup River; the second crosses over the Burlington Northern Santa Fe Tacoma yard. The bridges were constructed in 1915 and show considerable signs of aging. Increased volumes on the Mountain Division are increasing the wear (see enclosed switch list of 2,244 feet with 36 cars weighing 3,735 tons). In the annual bridges inspection conducted by R. L. Shanklin the bridge conditions were rated as fair to very poor. To quote from the inspection report:

All steel spans rusting badly, at this point no major lost section. Steel should be cleaned and painted. The condition of the handrail the entire length of

bridge is a safety hazard and needs immediate repairs. The expansion bearings on all steel spans should be cleaned, lubricated and adjusted as necessary. The tie condition on most of the bridge will become a problem in the near future. Many joints need to be re-spiked and joint plates adjusted. Double shoulder plates should be installed on south rail in place of all single shoulder plates to afford more bearing surface to eliminate plates cutting into ties. Some ties are beyond saving at this point.

Failure of these bridges could create a major ecological disaster in the Puyallup River or a significant disruption of Northwest rail service in the BNSF yard.

Bridges are constructed to flex under extreme loads and earth tremors. The girder bearings on the bridges are frozen with rust and would not flex properly in the event of a significant earthquake. There is the possibility of a major failure of either or both bridges.



Location over the Puyallup River

10/09/06 TMBL
13:37:07

Yard Report

FORMAT: Switch List #10

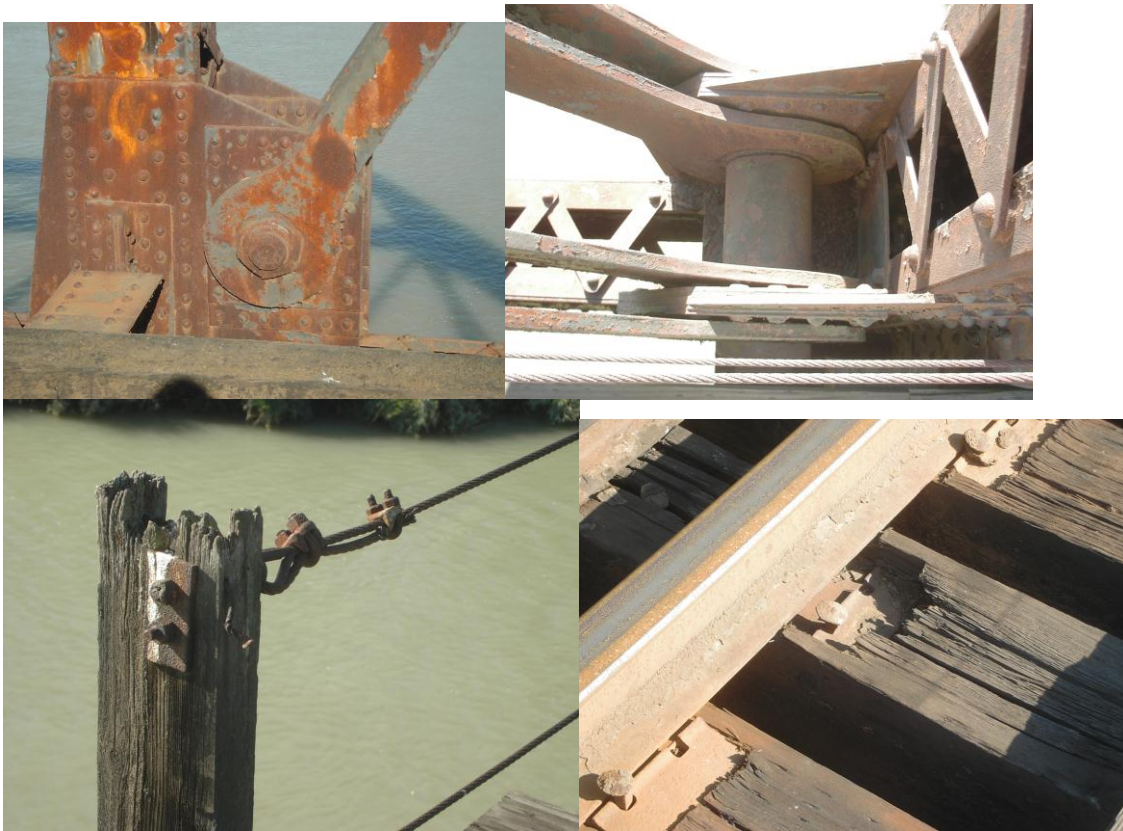
Cars Printed West To East

Track: 009		TRACK 9			Station: 1		TACOMA							
Seq	Car	LE	Kind	Z	Block	To	Switch Instr	Comodty	I/B	Date	From	Ftg	Cond	Info
1	BN 449364	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
2	BN 471592	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
3	BN 472492	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
4	BNSF 430312	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	57		
5	BN 461166	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	57		
6	BNSF 435415	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	57		
7	HS 24249	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	58		
8	BN 466967	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
9	BN 462197	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	57		
10	SIRX 470188	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	57		
11	NOKL 826541	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	58		
12	IFBX 20031	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
13	SIRX 490028	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	59		
14	AEX 10280	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
15	FURX 818662	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	57		
16	BN 468128	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
17	NOKL 822772	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
18	BN 471947	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	60		
19	SIRX 465075	L	CH		MCM-TRMWTAC			BARLEY		10/08/06	BNSF	59		
20	TTZX 865440	E	F		TUB	TAC		**EMPTY		10/08/06	UP	79		
21	SP 230632	E	B		TUB	TAC		**EMPTY		10/08/06	UP	58		
22	HS 72507	E	B		TUB	TAC		**EMPTY		10/06/06	UP	56		
23	SOU 152167	E	F		BOECOMAITAC			**EMPTY		10/09/06	BNSF	63		
24	JTTX 940381	L	F		BOECOMAITAC			AL EXTR		10/09/06	BNSF	93		
25	MTTX 97623	E	F		BOECOMAITAC			**EMPTY		10/09/06	BNSF	64		
26	RBOX 43970	E	B		BOECOMAITAC			**EMPTY		10/06/06	BNSF	55		
27	RBOX 30385	E	B		BOECOMAITAC			**EMPTY		10/07/06	BNSF	55		
28	ACFX 66489	L	CH		ARTRA	TAC		PLYETHI		10/07/06	BNSF	58		
29	ACFX 54936	L	CH		ARTRA	TAC		PLYETHI		10/08/06	BNSF	58		
30	ACFX 65956	L	CH		ARTRA	TAC		PLYETHI		10/08/06	BNSF	64		
31	NRLX 51298	L	CH		MEDFOO	TAC		SEMOLIN		10/06/06	UP	65		
32	NRLX 56208	L	CH		MEDFOO	TAC		SEMOLIN		10/06/06	UP	60		
33	NRLX 56052	L	CH		MEDFOO	TAC		SEMOLIN		10/06/06	UP	60		
34	IC 977292	L	F		BELINC	TAC		LBR TIM		10/07/06	BNSF	80		
35	IC 977613	L	F		BELINC	TAC		KILN DR		10/07/06	BNSF	79		
36	SP 496332	L	CH		HARBUIPRTAC			ALUMINA		10/06/06	UP	53		
LOADS	29	EMPTY	7	LOCOS	0	CARS:	36	TONS:	3735			LENGTH:	2244	

** END OF REPORT **



Existing bridge



Details of poor condition

3. Project Schedule

Please provide actual or target completion date for each milestone:

Project Milestone	Month/Year
Complete project definition	July 2007
Begin preliminary engineering	NA
Complete environmental documentation	Sept 2007
Complete right of way certification (may include acquisition)	NA
Start construction	January 2008
Construction complete and project functionally operational	May 2008

4. Project Cost

See next page insert. Estimate is for direct contractor expenses. Management of project will be included as in-kind by City of Tacoma.

5. Proposed Funding

Funding Source	Public or Private	Cash or In-Kind	Amount
Local –			
Local - Other			
Railroad	Public	In-kind, project mgmt & inspections	\$ 60,000
WSDOT	Public	cash	\$824,175
Federal Funds			
Other			
Total			\$884,175

6. Reduced Road Impacts

Not Applicable

7. List of Shippers

All customers on the Mountain Division including the Boeing Company.

8. Safety and/or Urgent Need

The condition of the track is short of the desired 286,000 standard. Increased loading on the track from new business on the Mountain Division will only exacerbate the wear.

9. Reducing System-wide Rail Delays

Rehabilitation of the bridges would allow slightly increased operating speeds. Failure of the bridges could halt rail traffic in both the BNSF and UP yards.

10. Preservation of Rail Line

Preserves access to the 132 miles of Mountain Division line.

11. Environmental Impacts

Failure of the bridges could potentially be an ecological disaster.

12. Geographical Balance and Support for Regional Economies

This access serves customers on the Mountain Division line. (see insert).

13. Project Business Plan

Management Team

Paula J. Henry is the railroad's Superintendent / Chief Operating Officer and has worked at Tacoma Rail since 1998 – as Superintendent since December 2005 and previously as Assistant Superintendent. Prior to working at Tacoma Rail, Ms. Henry held a number of administrative, planning and project management positions within City of Tacoma government since 1985. Ms. Henry is a graduate of Western Washington University in Bellingham, Washington with a bachelor's degree in regional urban planning. She currently holds an executive seat for the Board of Directors of the American Shortline Railroad Association. Ms. Henry is a member of the National Association for Railroad Female Executives, the National Association for Female Executives, Bates Technical College Foundation Board of Directors, and the World Trade Center. She has been a certified and licensed locomotive engineer.

Dan Burns is Assistant Superintendent and heads the Network Operations for all three Tacoma Rail divisions. He joined Tacoma Rail in early 2006 following 30 years of varied experience on the Milwaukee and the Burlington Northern Santa Fe class I mainline railroads. His railroad assignments have spanned the western United States in such varied positions as Region Service Performance Manager, Director of Administration, Manager Dispatcher Performance and various operating department positions. Most recently he spent 5 years as the Terminal Manager in Tacoma for the BNSF. He has been certified and licensed as a locomotive engineer.

Alan Hardy is the railroad's Roadmaster and Mechanical Department manager (Section Manager, Mechanical and Construction) and has worked for Tacoma Rail since August of 2004. Before coming to Tacoma Rail, Mr. Hardy worked 9 years for the nation's largest and the world's 2nd largest railroad track equipment manufacturer and contract services company as supervisor and manager assigned to the Union Pacific and Burlington Northern Santa Fe railroads in large scale construction and maintenance contracts. Before that he worked for a very successful short line railroad owned by and serving a Fortune 500 paper company in Northwest Florida. He held the positions of Signal Maintainer, Assistant Roadmaster and Roadmaster during his 21 year career there. Mr. Hardy graduated from Wallace Community College in Dothan, Alabama with a two year technical degree in electronics. Mr. Hardy has completed a variety of railroad related courses and seminars and has been a member

of the American Railway Engineering and Maintenance-of-Way Association since 1982.

Business Approach

Our strategic mission at Tacoma Rail is to deliver the best rail service possible by providing a switching operation that is safe, cost competitive, reliable and efficient. (see insert).

Financial plan –see separate submittal; income statements, cash flow statements and balance sheets for 2003, 2004, 2005.

Proformas – not applicable

14. Economic Development Benefits

Maintains service to key customers on Mountain Division.

15. Additional Comments

Field trip to inspect the bridges is available on request.