

SECTION 1: COVER SHEET, BASIC INFORMATION & PROJECT SUMMARY

Project Title: Tacoma to Chehalis Rail Freight Corridor
 Application for TIGER Discretionary Grant Program
 22 pages

Applicant Information: City of Tacoma
 DBA Tacoma Rail Mountain Division
 2601 SR 509 North Frontage Road
 Tacoma, WA 98421

DUNS: 032785466
 Central Contractor Registration is current

Contact: Dale King
 Superintendent
 Phone: (253) 502-8894
 Fax: (253) 922-9088
dale.king@cityoftacoma.org

Eligibility: Tacoma Rail Mountain Division is a City of Tacoma owned railroad requesting funds for a freight rail transportation project.

Funding Requested: \$ 26,675,033

Project Summary: Upgrade existing rail corridor infrastructure and locomotive fleet to efficiently sustain existing business needs while attracting new business opportunities in economically distressed areas with an environmentally sensitive method.

Total Project Cost:

Project	Count u/m	Funding Request
Relay rail: Upgrade current to 115# with 50% tie replacement	14 mi	\$ 6,282,435
Relay rail: Upgrade current to 115# with 30% tie replacement	3 mi	1,207,500
Grade crossing rehabilitations	60	1,309,000
Cross tie replacement	55,076	6,058,340
Surface line and dress including sidings	69 mi	1,092,858
EPA Tier 2 emission compliant locomotives	3	7,167,000
Other - fiber optic relocation, bridgework		3,557,900
Total		\$ 26,675,033

Project Period: February 17, 2010 – February 16, 2012

SECTION 2: PROJECT DESCRIPTION

Upgrade existing rail corridor infrastructure and locomotive fleet to efficiently sustain existing business needs while attracting new business opportunities in economically distressed areas with an environmentally sensitive method. In order to be able to handle increased freight volumes, railcar traffic needs to be able to interchange in both Tacoma and Chehalis. Currently, traffic is limited to being interchanged in Tacoma where it has to traverse a 3.3 percent grade, significant in the rail industry, to reach any destination on the Mountain Division. Train weight and length is limited through this section of track due to exerted forces of climbing such a grade. Efficient operations suffer, increasing costs and rates.

Upgrading the rail line between Chehalis and Tacoma will allow for freight to effectively flow in both directions, decreasing transportation expense to the rail served businesses.

Segments of the line need to be upgraded to 115# rail with 30 to 50 percent tie replacement and corresponding bridgework done to handle the same classification of rail traffic. Sixty grade crossings will need to be rehabilitated to allow for safe train movement across vehicular routes. Detailed track infrastructure costs can be found in Attachment A. Three Dedicated EPA Tier 2 locomotives improve energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefit the environment.



Existing Rail Served Customer Volumes and Economic Impacts

The Tacoma Rail Mountain Division (TRMW) serves 9 customers including Boeing, Whirlpool, MacMillan Piper, Hardie Building Products and Harris Rebar. In 2009, these customers will make 1,185 rail shipments on the portion of line between Tacoma and Frederickson, WA. This is a substantial reduction from the 3,005 shipment average of the previous 5 years. The reduction is mainly due to:

- Reduced demand for building materials due to the economic situation
- Lack of availability of empty containers for handling export grain
- Lower production of aircraft components

Each of these negative factors is expected to turn positive over the next year as the economy improves. In addition, 2 new customers that began operations in 2009 will become fully operational, and another customer's consolidation plans will take effect.

Based on the expected trends, TRMW projects rail shipments generated by existing customers to triple in the next 5 years. Supporting the proposed project ensures effective rail infrastructure to support reliable and efficient rail services.

Beyond 2014, TRMW anticipates approximately level traffic, subject to variations in business cycles.

The existing customers of TRMW employ over 1,900 people in an area that, until recently, was largely rural. The area around Frederickson is turning into a suburban area, with housing tracts and strip commercial areas. The establishment of industrial employers in Frederickson, including TRMW customers, has help to fuel this transition. Filling out the remaining industrial properties will continue to encourage the change.

Year	Shipments
2009	1,185
2010	3,860
2011	5,430
2012	5,535
2013	5,510
2014+	5,510

Targeted Growth and Economic Impacts

The completion of development in the Frederickson Industrial area will require that rail dependent industrial development along the TRMW be located further from Tacoma. TRMW has targeted the segment of the rail line in southern Thurston County and north central Lewis County as development areas for new business. Lewis County is classified as an Economically Distressed area.

TRMW owns about 100 acres at Western Junction in Tenino, Thurston County that is available for rail dependent use. This property is a former railroad repair shop operated by one of TRMW’s predecessors. Due to the existing infrastructure, this facility is an excellent location for a railcar-to-container transloading operation.

Yelm, in Thurston County, has designated two 80 acre parcels along its city-owned rail line, as industrial sites. The growth of Yelm and the transportation improvements in the area will increase the likelihood of development. TRMW has obtained a \$500,000 grant as part of a project to construct a connection between the Yelm-owned rail line and TRMW.

The Port of Tacoma is marketing a 700+ acres in Maytown, Thurston County. This property, is convenient to Interstate 5, and also contains a large deposit of stone that can be mined for use as construction aggregate.

Additional potential industrial properties are located adjacent to I-5 in Rochester, Thurston County, and in Centralia and Chehalis, Lewis County.

At present, TRMW is working on 3 projects to located new customers in this area:

- Establishing a scrap metal transload operation at Western Junction. This facility will receive rail gondola cars of scrap from a variety of locations in the western US and transload the material into containers for export via the Port of Tacoma. The 40 mile container movement between Western Junction and the Port will be done by rail over the TRMW, providing a unique, short-haul, inland port type rail move. This will generate a significant amount of rail traffic for TRMW and container traffic for the Port of Tacoma, while not generating additional highway congestion or truck related pollution. Efficient rail operations will be critical to the success of this operation in order to keep costs in line and to handle the volume requirements.
- Construction of a grain transload and feed mill on private property at Yelm. This facility will allow a large egg producer in the area to receive rail shipments for delivery to an off-rail feed mill, and also to construct

an additional feed mill. The siding and facility costs will be funded privately; however reliable rail service is required from Tacoma to Yelm.

- The sale of the Port of Tacoma’s property to a private developer is expected to be completed by the end of the first quarter of 2010. The long-term development plan is not yet done, but the short-term potential is to mine the stone on the site for use as construction aggregate. Markets for this stone exist in the Portland, OR/Vancouver, WA market, and the Tacoma/Seattle market. These markets would be accessed by rail over TRMW and its interchange partners. The stone on the site is sufficient for 20 years of supply. Operation unit trains of stone will require improved track conditions.

At this time, these projects are, on average, 50% to completion. These 3 projects will generate about 40 jobs directly. While this number may seem small, these jobs will be located in a rural area where the impact will be much larger than in an urban area.

Based on the business plans of these companies, shipments are estimated to start at 5,200 rail shipments per year and then do more than double in the following two years. Supporting the proposed project ensures effective rail infrastructure to support reliable and efficient rail services.

TRMW expects these volumes to continue for the foreseeable future.

Beyond these 3 projects, TRMW sees additional, undefined potential for warehousing, distribution and transloading operations at rail served site along the line between Maytown and Chehalis. These sites are adjacent to Interstate 5 providing excellent access for truck distribution in western Washington and northwestern Oregon. The availability of land in this area will attract firms looking for efficient rail served distribution sites.

New Customer Growth	
Year	Shipments
2009	-
2010	5,200
2011	9,300
2012	10,900
2013	10,900
2014+	10,900

A further market that can be captured on this line is the transloading of grain and grain products from unit train of hopper cars into containers for export via the Port of Tacoma. Demand for containerized grain is growing in the Far East, while the availability of facilities in the US to load these containers is limited. Preliminary discussions with export and grain companies suggest that a location near the Port of Tacoma with sufficient room to handle full, 110 car grain trains, and then delivery 400 containers to the Port, would be a feasible operation. This will require good quality track to handle up to 5 grain trains and 10 container trains per week. Development of this proposal is continuing while the parties negotiate container availability. Although this project is a critical requirement to provide this service, all employment, environmental and economic stimulus calculations do not take this potential service into account.

SECTION 3: PRIMARY SELECTION CRITERIA

- 1) Long Term Outcomes
 - a) State of Good Repair
 - i) This project is consistent with Washington State and Federal support:
 - (1) Current Projects:
 - (a) <http://www.wsdot.wa.gov/projects/rail/fredericksonmorton/>
 - (b) <http://www.wsdot.wa.gov/projects/rail/chehalistoblakeslee/>

Tacoma to Chehalis Rail Corridor Project

Application for OST-2009-0115

Transportation Investment Generating Economic Recovery

(2) Grant funded project total for Tacoma to Chehalis Rail Corridor:

Date	Amount	Granting Agency	Description
1/1/1995	\$ 1,000,000	Federal Grant	Acquisition of former Milwaukee RR
1/1/1995	\$ 150,000	WSDOT	Acquisition of former Milwaukee RR
8/6/1997	\$ 199,980	WSDOT - #GCA1009	"Oil Rebate" grant for track repairs
6/9/1998	\$ 76,846	WA St. Rail Office	Grant for track flooding repairs
6/20/2000	\$ 971,000	WA St. Dept. of Emergency Mgmt.	Grant for track flooding repairs
10/24/2002	\$ 320,000	WSDOT/FRA - CM-2027 (035)	RR Improvements Fredrickson Wye to Eatonville Phase II MP 0-17
1/1/2003	\$ 76,411	WSDOT/FRA - DTFR STPXB-0507(020) 0597	Frederickson to Eatonville Ph 1-3/Railroad Crossing Signal Upgrades, SR-507
1/1/2004	\$ 1,474,000	WA St. Dept. of Transp. Freight Rail - Section 117	Grant for signal upgrades
	\$ 100,000	Increase to RR-0318, Tacoma City ordinance 27215	Tacoma to Morton
8/1/2008	\$ 20,000	WUTC	Signal Upgrade @ 85th St E
8/1/2008	\$ 20,000	WUTC	Signal Upgrade @ 104th St E
1/1/2008	\$ 1,485,000	FRA thru WA St. Dept. of Transp. Freight Rail (WA-278)	Trestle Improvements
2/24/2009	\$ 754,600	FRA thru WSDOT (WA-298)	Track improvements 15C - 31.0C
Pending	\$ 7,400,000	WSDOT	Blakeslee Junction - Chehalis
Total	\$ 14,047,837		

b) Economic Competitiveness

- i) With the proposed project, railcar volumes are projected grow and the further efficiencies will attract additional customers and business opportunities through the rail corridor.
- ii) Projected volumes:
- iii) Projected railcar volumes and directly associated rail served business employment:

Year	2009 Base	2010	2011	2012	2013	2014+
Boeing	144	160	175	200	175	175
Farwest	45	60	90	120	120	120
Hardie	126	525	700	700	700	700
Harris Rebar	20	200	300	300	300	300
MacPip{h}	190	500	700	700	700	700
MacPip{c}	492	2,000	2,800	2,800	2,800	2,800
Medallion	135	150	150	150	150	150
PN Best	8	15	15	15	15	15
Walrath	25	50	100	150	150	150
Whirlpool	-	200	400	400	400	400
Existing Customers	1,185	3,860	5,430	5,535	5,510	5,510
Pacific Steel {g}	-	1,000	1,500	1,500	1,500	1,500
Pacific Steel {c}	-	4,000	5,000	5,000	5,000	5,000
Stiebrs	-	200	300	400	400	400
Southwind	-	-	2,500	4,000	4,000	4,000
New Customers	-	5,200	9,300	10,900	10,900	10,900
Grand Total	1,185	9,060	14,730	16,435	16,410	16,410

Employment	
Boeing	1,760
Farwest	10
Hardie	40
Harris Rebar	30
MacMillan Piper	5
Medallion	25
PN Best	5
Walrath	3
Whirlpool	25
Existing Customers	1,903
Pacific Steel	5
Stiebrs	25
Southwind	10
New Customers	40
Total	1,943

iv) Both Tacoma and Lewis County, containing Chehalis, are Economically Distressed Areas.

(1) Tacoma is one of only 42 communities in the nation designated as a renewal community.

(a) Reference:

<http://www.hud.gov/offices/cpd/economicdevelopment/programs/rc/tour/wa/tacoma/>

- (2) Lewis County is both an Economically Distressed County as well as a Rural County due to its greater than 6% unemployment rate and having a population density of less than 100 persons per square mile.
- (a) Reference:
<http://www.wsdot.wa.gov/planning/wtp/datalibrary/Economy/DistressedandRural.htm>
- v) This project will assist in establishing a scrap metal transload operation at Western Junction. This facility will receive rail gondola cars of scrap from a variety of locations in the western US and transload the material into containers for export via the Port of Tacoma. The 40 mile container movement between Western Junction and the Port will be done by rail over the Tacoma Rail Mountain Division (TRMW), providing a unique, short-haul, inland port type rail move. This will generate a significant amount of rail traffic for TRMW and container traffic for the Port of Tacoma, while not generating additional highway congestion or truck related pollution. Efficient rail operations will be critical to the success of this operation in order to keep costs in line and to handle the volume requirements. The proposed track upgrades allow for increased train speed allowing for critical operational efficiencies.
- c) Livability
- i) Project will upgrade 60 grade crossings for increased safety and efficiency of train and vehicular interaction at these locations. Track and crossing upgrades will allow for higher train speeds, thereby relieving localized interfacing traffic congestion along the line.
- d) Sustainability
- i) The Tacoma to Chehalis Rail Corridor project improves energy efficiency, reduces dependence on oil and reduces greenhouse gas emissions relatively compared to truck traffic. Not only is rail a significantly more efficient mode of transporting large quantities of commodities, but the locomotives in the project proposal allow for a further improvement in energy efficiency over the existing fleet.
- ii) Using the Norfolk Southern Carbon Footprint Analyzer, an emission reduction of 3,370 tons is achieved by retaining the Tacoma to Chehalis Rail Corridor. If all the 722,500 tons of rail traffic over the 60 mile corridor moved by 18 ton trucks, CO2 levels are estimated to be 4,544 tons. Alternatively, transporting the same freight by rail reduces the estimated carbon footprint to 1,173.
(1) Reference: <http://www.nscorp.com/nscorhtml/future/carbon%20footprint0407-2.html>
- iii) All improvements proposed are within the railroad's right of way with existing rail infrastructure. Environmental sensitive areas including wetlands and endangered species will not be impacted negatively.
- e) Safety
- i) Traffic by train is 23 times safer than traveling by vehicle.
(1) Reference: <http://www.wsdot.wa.gov/Freight/Rail/TrainSafety.htm>
- ii) Crossing upgrades would provide:
- (1) Smoother surfaces for vehicle traffic crossing the tracks and help eliminate the possibilities of driver loss of control due to uneven crossings.
 - (2) Safer train operations over rehabilitated grade crossings.
 - (3) Fewer train/vehicle accidents by affording drivers ability to focus more on the crossing signage and signal devices rather than grade crossing surface problems.
 - (4) Localized vehicular congestion relief through diminished lane and road closures by Railroad not having to make repeated patching repairs to deteriorated crossing surfaces.
 - (5) Less exposure to danger of railroad workers by not having to make repairs to grade crossings, thereby keeping them out of the roadway.

f) Benefit to Cost Analysis of the five Long Term Outcomes:

	Metric	Rate Per	Value
Tacoma to Chehalis Rail Corridor Project			\$ (26,675,033)
CO2 Level Reduction (Tons)	3,370	\$ 33	\$ 111,210
Rail Served Business Employment Projection	1,943	\$ 466,843	\$ 907,076,000
Rail Construction Jobs	231	\$ 146,996	\$ 33,956,000
Locomotive Manufacturing Jobs	151	\$ 160,854	\$ 24,289,000
Fuel Savings of 66% at \$2.50/gallon	480,000	\$ 2.50	\$ 1,200,000
Total			\$ 939,957,177

i) Employment values are from the Washington State Input Output Model (NAICS) simple analysis using the Table 1 Calculated Output in millions of dollars.

(1) Reference: <http://www.ofm.wa.gov/economy/io/2002/default.asp>

ii) Fuel savings reference:

<http://www.aar.org/~/media/AAR/BackgroundPapers/Green%20from%20the%20Start%20%20July%202009.ashx>

2) Job Creation and Economic Stimulus

i) Using the 2008 Washington State Input Output Model (NAICS) simple analysis, the \$19.5 million in rail construction projects proposed will have a total output, employment and labor income of \$37 million, 231.4 and \$11 million.

(1) Reference: <http://www.ofm.wa.gov/economy/io/2002/default.asp>

ii) The locomotive manufacturing is estimated to generate 151.6 jobs from this project. For this application, Tacoma Rail is using the formula provided by the Manufacturers of Emission Controls Association (MECA) that is being widely used. Using this formula, which builds on the study conducted by Keybridge Research regarding the macroeconomic impacts associated with DERA funding, allows for all projects to be consistently reviewed on their ability to preserve or create jobs and promote economic recovery, and to maximize job creation and economic benefit, as outlined by the RFA.

(1) Total Jobs = (Project Cost)*(Jobs)/(Million) = (\$ 7,167,000) *(21.15)/(\$1 M) = 151.6

(2) Reference: <http://www.meca.org/galleries/default-file/DERA%20jobs%20formula%20overview%20032609.pdf>

iii) In addition to the proposed construction and manufacturing, rail served business sustained employment projections are estimated at 1,943 in Aircraft & Parts Manufacturing, Wood Product Manufacturing, and Support Activities for Storage, Transportation & Warehousing. Using the 2008 Washington State Input Output Model (NAICS) simple analysis, these jobs will have a total output, employment and labor income of \$1,269 million, 4,397 and \$284 million.

(1) Reference: <http://www.ofm.wa.gov/economy/io/2002/default.asp>

iv) Both Tacoma and Lewis County, containing Chehalis, are Economically Distressed Areas.

(1) Tacoma is one of only 42 communities in the nation designated as a renewal community.

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<http://www.hud.gov/offices/cpd/economicdevelopment/programs/rc/tour/wa/tacoma/>

(2) Lewis County is both an Economically Distressed County as well as a Rural County due to its greater than 6% unemployment rate and having a population density of less than 100 persons per square mile.

(a) Reference:

<http://www.wsdot.wa.gov/planning/wtp/datalibrary/Economy/DistressedandRural.htm>

SECTION 4: SECONDARY SELECTION CRITERIA

1) Innovation

- a) Locomotives proposed in the project are General Motors ElectroMotive Diesel SD70ACe’s. These locomotives are built from the ground up to be the most fuel efficient and energy conscious locomotives available. Reference: <http://www.emdiesels.com/emdweb/products/sd70ace.jsp>
 - i) Performance Specifications
 - (1) 4300 THP locomotive equipped with EMD's 16-710G3C-T2 engine
 - (2) EPA Tier-2 emissions certified
 - (3) Superior tractive and braking effort capability
 - ii) Performance Impact
 - (1) The SD70ACe provides unit reduction, fuel savings and additional revenue tonnage capability over SD40-2 locomotives
 - (2) Train simulation results indicate 3 SD70ACe's proposed have the capability of replacing 5 SD40-2's in high tractive effort operations
 - iii) Reliability and Serviceability
 - (1) Less unplanned maintenance due to alternator fuses being replaced by solid state electronics and spin-on fuel and electronics display filters eliminated
 - (2) New predictive and diagnostic tools are available
 - (3) AC motors extend traction motor life
 - (4) Truck inverter control provides a high level of reliability with less parts using IGBT inverter technology
 - (5) HTSC Bolsterless Truck is designed for one million miles between overhauls
 - (6) Gen2 FIRE System provides a trans-reflective LCD color display for enhanced readability and a single integrated archive for ease of maintenance and troubleshooting that’s compatible with numerous third party applications and various wireless communications packages available (Cellular, Wireless LAN, etc) to support Locomotive Management Services

2) Partnership

- i) Rehabilitation and upgrades of the Tacoma to Chehalis Rail Corridor is consistent with Washington State and Federal support including current and historical projects dating back to 1995.
 - (1) Current Projects:
 - (a) <http://www.wsdot.wa.gov/projects/rail/fredericksonmorton/>
 - (b) <http://www.wsdot.wa.gov/projects/rail/chehalistoblakeslee/>
 - (2) Grant funded project total for Tacoma to Chehalis Rail Corridor:

Date	Amount	Granting Agency	Description
1/1/1995	\$ 1,000,000	Federal Grant	Acquisition of former Milwaukee RR
1/1/1995	\$ 150,000	WSDOT	Acquisition of former Milwaukee RR
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6/9/1998	\$ 76,846	WA St. Rail Office	Grant for track flooding repairs
6/20/2000	\$ 971,000	WA St. Dept. of Emergency Mgmt.	Grant for track flooding repairs
10/24/2002	\$ 320,000	WSDOT/FRA - CM-2027 (035)	RR Improvements Fredrickson Wy to Eatonville Phase II MP 0-17
1/1/2003	\$ 76,411	WSDOT/FRA - DTFR STPXB-0507(020) 0597	Frederickson to Eatonville Ph 1-3/Railroad Crossing Signal Upgrades, SR-507
1/1/2004	\$ 1,474,000	WA St. Dept. of Transp. Freight Rail - Section 117	Grant for signal upgrades
	\$ 100,000	Increase to RR-0318, Tacoma City ordinance 27215	Tacoma to Morton
8/1/2008	\$ 20,000	WUTC	Signal Upgrade @ 85th St E
8/1/2008	\$ 20,000	WUTC	Signal Upgrade @ 104th St E
1/1/2008	\$ 1,485,000	FRA thru WA St. Dept. of Transp. Freight Rail (WA-278)	Trestle Improvements
2/24/2009	\$ 754,600	FRA thru WSDOT (WA-298)	Track improvements 15C - 31.0C
Pending	\$ 7,400,000	WSDOT	Blakeslee Junction - Chehalis
Total	\$ 14,047,837		

- ii) Letters of support illustrating Tacoma Rail’s Mountain Division dedication of supplying cost effective and dependable rail services.

P.N. BEST AND CO. INC.

16541 Redmond Way #262C
Redmond, Washington 98052-4463
Phone (425) 882-1000 Fax (425) 881-2003

September 3, 2009

The Honorable Ray LaHood
Secretary of Transportation
US Dept. of Transportation
1200 Jersey Avenue SE
Washington, DC 20590

Dear Mr. LaHood,

I need not go into history lessons that discuss the importance railroads have had in the development of our great country. This history continues today and in many respects is just as important as it was 175 years ago. Today's challenges with the environment, fuel prices, traffic congestion and other impacts that trucks have on our roads demands of us as a country the best in rail transportation.

Tacoma Rail, located in Tacoma, WA, is an organization that is key to long term economic health in the State of Washington. The service that they provide has made the use of rail for transcontinental shipments economically and environmentally a prudent choice. It's just good business sense to move one rail car instead of five trucks. The key to this however, is having a shortline or local railroad that can take those cars shipped from Chicago, IL or Houston, TX and deliver them to your door step. They do little good 25 miles from where you need them.

The Mountain Division and the current plan to expand rail service into the Chehalis, WA area are essential to maintain and create new jobs. While the manufacturing base of the United States has been contracting, the area south of Olympia, WA has seen a growth in small business and light manufacturing. This area needs to be supported by rail service.

Having used America's railroads for the last 40 years I have seldom had kind words for the "Big Two". Tacoma Rail, however, has been service oriented and attentive to their customer's needs. A Tiger Grant given to Tacoma Rail would be money well spent. They truly have been a good custodian, providing a necessary service.

Sincerely,



Paul Best, President
P. N. Best & Co. Inc

Steve C. Cortner
Southwind Realty LLC
12890 Fremont Street
Yucaipa, CA 92399

September 4, 2009

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Re: Tacoma Rail Mountain Division Upgrade Support

Dear Honorable LaHood:

It is my understanding that the Tacoma Rail is preparing an application to the Federal government for a Transportation Investment Generating Economic Recovery ("TIGER") Grant.

Southwind Realty LLC is purchasing around 74.5 acres of mining property in the Maytown area in Thurston County, Washington. The Tacoma Rail line runs through this property which will serve this mining operations requirement to transport construction aggregates to the Port of Tacoma which will supply the greater Tacoma Area with aggregates to support its needs. As you know, aggregates are in short supply and are one of the key products in maintaining infrastructure and quality growth. Without track improvements, bridge repairs and adequate locomotives our requirements to transport these aggregate products may not be met. It is crucial to Southwind Realty mining efforts to have adequate rail service and without an improved rail line and its reliable service would significantly impact our future operations.

Clearly the construction aggregate industry has significant drivers that generate jobs, tax dollars and provide a necessary product to sustain growth and a good quality lifestyle to the area. I urge your support and funding of The Tacoma Rail TIGER Grant request.

Sincerely yours,



Steve C. Cortner
Southwind Realty, LLC

MacMILLAN-PIPER

1762 Sixth Avenue South
PO Box 3514, Seattle, WA 98124-3514
PH: 206 624-5135 FAX: 206 624-2449
www.macpiper.com

September 9, 2009

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

MacMillan-Piper is a 40 year old company which operates 6 facilities in the Puget Sound area. MP is the largest transloader in the Pacific Northwest handling some 9500 rail cars and over 70,000 containers on an annual basis. We specialize in transloading and warehousing, combining the efficiencies of long-haul rail transportation with the flexibility of local truck service and international container shipping.

In 2006, our company was looking for opportunities to strengthen our business by increasing our capacity to meet expected demand. We envisioned a facility to receive bulk products in rail hopper cars, transfer and load these materials into ocean containers and rail the containers to the steamship line terminals at the Port of Tacoma. This scenario would take trucks off the local roads and highways, reduce our carbon footprint, reduce overall pollution and lessen congestion at the terminals.

The most suitable location for an operation of this nature was at Frederickson, WA where we could be served by Tacoma Rail on their line. Tacoma Rail was the only transportation provider who had the ability to accommodate the short haul container moves from our facility to the Port. Tacoma Rail's commitment and interest in our short haul intermodal facility was instrumental in our decision to go ahead with this project.

MacMillan-Piper has invested more than \$4 million in our facility at Frederickson. While business has softened in the present economic climate, we are still bullish on the export agricultural market. In fact, we have seen a recent upturn in business that should carry us through the end of 2009 and beyond. When operating at capacity, we expect to employ as many as 10-12 people. In addition, this business will support the expansion of Tacoma Rail's service and business moving through the Port of Tacoma.

MacMillan-Piper very much supports Tacoma Rail's TIGER Grant request for funds to upgrade its Mountain Division between Tacoma and Chehalis, WA. This project will enable Tacoma Rail to continue to provide MP and other businesses at Frederickson with reliable service and competitive rates well into the future.

MacMillan-Piper requests that you approve the Tacoma Rail grant request.

Very truly yours,



Steve Stivala
President



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TACOMA RAIL
DEPT. OF PUB. UTIL.

Tacoma Rail TIGER Grant for Mountain Division Improvements – Tacoma to Chehalis

8/26/2009

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

Pacific Steel & Recycling is a 100 year old company that operates throughout the northwestern United States. Our company is looking for opportunities to strengthen our business by establishing a facility to load export containers in the Pacific Northwest. We envision this facility as receiving scrap metals by rail gondola cars and loading this material into containers that are then railed to a container terminal. One of the best locations for this operation would be on Tacoma Rail at their Western Junction facility in Tenino, WA.

This facility will involve an investment by our company of 1.5 million dollars and will create 3 jobs directly at our location. In addition it will support the expansion of Tacoma Rail's service and the business moving through the Port of Tacoma. We are in the process of finalizing our plans, and hope to commence operations at Western Junction in the first quarter of 2010.

Pacific Steel & Recycling supports Tacoma Rail's TIGER Grant request for funds to upgrade its Mountain Division between Tacoma and Chehalis, WA. This project will enable Tacoma Rail to provide us with competitive, reliable service and rates well into the future. We can continue to provide stable jobs in a rural area where our requirements match the availability of labor.

Pacific Steel & Recycling requests that you approve the Tacoma Rail grant request.

Very truly yours,

Jeff Millhollin
Vice President-Operations
Pacific Steel & Recycling

CORPORATE OFFICES

1401 3rd Street NW • P.O. Box 1549 • Great Falls, MT 59403-1549

P: MT 1.800.889-6264 • 406.727.6222 • F: 406.453.4269

www.pacific-steel.com • www.pacific-recycling.com

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Yelm, WA. 98597
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The Honorable Ray La Hood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

Stiebrs Farms is a 56 year old company that operates in Western Washington providing eggs to a large portion of the population. Like all companies today, we are looking for ways to maintain our ability to compete and grow, providing jobs to over 95 people in a rural area.

One of our significant costs is feeding our chickens. In order to control the cost of feed, we need to purchase our feed directly and add milling capacity to produce our own, rather than buy through another company as we do now. Our land is adjacent to Tacoma Rail's Mountain Division in Yelm, WA this is an ideal location for this facility. Tacoma Rail will provide us with competitive access to western and mid-western grain supplies, and allow us to eliminate trucking a large portion of our supply.

The facility that we intend to build in Yelm will include rail car unloading; a feed mill and the ability to unload feed grains for other farms in the area that now rely on remote suppliers. This facility will involve an investment by our company of \$3 million and will create 25 jobs directly at our location. We are in the process of finalizing our plans, and expect to commence operations at Western Junction in the 4th quarter of 2010.

Stiebrs Farms supports Tacoma Rail's TIGER Grant request for funds to upgrade its Mountain Division between Tacoma and Chehalis, WA. This project will enable Tacoma Rail to continue to provide us with competitive, reliable service and rates well into the future. We can continue to provide stable jobs in a rural area where our requirements match the availability of labor.

Stiebrs Farms requests that you approve the Tacoma Rail grant request.

Very truly yours,

Jon Stiebrs
Stiebrs Farms, Inc.



September 3, 2009

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

RE: Tacoma Rail Mountain Division

Dear Secretary LaHood,

I am writing to you today to express my concern for the future of the Mountain Division of Tacoma Rail. The Mountain Division is very important for us to bring bulk materials into the region and then deliver by truck locally. Without the rail into the local region, it would be difficult for our company to be competitive.

I believe there is a strong future with the Mountain Division. Rail is a very efficient way to move our materials. With the economy slowing in so many sectors; this is an area we look to grow for our company.

Improvement to the Mountain Division will only help us to be more successful with the expansion of our bulk products. This will help ensure that our employees have a future in this industry.

Thank you for your time regarding this matter. Many businesses like mine are counting on the success of the Tacoma Rail Mountain Division.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Walrath, Jr.", is written over a light blue horizontal line.

Tom Walrath, Jr
T.E. Walrath Trucking, Inc.

ATTACHMENT A: Track Infrastructure Cost Allocation

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 1,125	375	feet	\$ 3		Main to Prindle Surface, Line and dress
\$ 11,000	100	each	\$ 110		Main to Prindle Select cross tie repalcement installed including disposal of old (30%)
\$ 22,000	40	feet	\$ 550	66.4C	Prindle Street Upgrade crossing to current standards. (1 tracks)
\$ 6,768	2256	feet	\$ 3		Prindle to NW West Street Surface line and dress (2 tracks) 1128' each
\$ 55,000	500	each	\$ 110		Prindle to NW West Street Select cross tie repalcement installed including disposal of old (30%)
\$ 27,500	50	feet	\$ 550	66.1C	NW West Street Upgrade crossing to current standards 50'
\$ 382,500	5100	track feet	\$ 75		NW West Street to NW Chamber Way Rail Replacement to 115# (2 tracks, 2550' each). Current rail is mixed 8504 rolled in 1926 and 10020 rolled between 1926-28. All existing rail is non controlled cooled. 30% tie replacement
\$ 15,300	5100	track feet	\$ 3		NW West Street to NW Chamber Way Surface line and dress (2 tracks 2550' each)
\$ 38,500	350	feet	\$ 110	66.5C	Tie into BNSF mainline (NB BNSF trains SB TR trains) near Chambers Way overpass
\$ 8,750	350	feet	\$ 25		Grating & sub grade preperation
\$ 220,000	2	each	\$ 110,000		swiches: No. 11 Mainline standards
\$ 150,000	3	each	\$ 50,000		Relocate fiber optic lines. 3 total: MCI, AT&T, Worldcom
\$ 474,000	6320	track feet	\$ 75		NW Chamber Way to trestle Rail replacement to 115# with 30% tie replacement
\$ 18,960	6320	track feet	\$ 3		NW Chamber Way to trestle Surface line and dress
\$ -	124			64.4C	Trestle - Salzer Creek
\$ 104,500	950	each	\$ 110		Trestle to South Street Selct cross tie repalcement
\$ 14,055	4685	track feet	\$ 3		Trestle to South Street Surface lineand dress
\$ 11,000	20		\$ 550	63.6C	Rehbilitate crossing at South Street
\$ 55,000	500	each	\$ 110		South St. to Prindle Street (2420') Select tie replacement
\$ 7,260	2420	track feet	\$ 3		South St. to Prindle Street Surface line and dress
\$ 34,650	63	track feet	\$ 550	62.9C	Alder Street Crossing rehabilitation to current standards
\$ 17,600	160	track feet	\$ 110		Alder St to West Cherry St (775') Select cross tie repalcement (30%)
\$ 2,325	775	track feet	\$ 3		Alder St to West Cherry St Surface line and dress
\$ 12,650	23	track feet	\$ 550	62.8C	West Cherry Street Upgrade crossing to current standards
\$ 17,600	160	each	\$ 110		West Cherry St to West Pear St (756') Select cross tie repalcement (30%)
\$ 2,268	756	track feet	\$ 3		West Cherry St to West Pear St Surface Line and dress
\$ 19,250	35	track feet	\$ 550	62.7C	West Pear Street Rehabilitatie crossing to current standards
\$ 15,950	145	each	\$ 110		West Pear to Locust Street Select cross tie replacement (30%)
\$ 2,148	716	track feet	\$ 3		West Pear to Locust Street Surface line and dress
\$ 35,000	57			62.5C	China Creek Trestle 286K compliant: Upgrade rail (10020-1928) re-deck, add stringer, replace walkway
\$ 30,250	55	track feet	\$ 550	62.5	Locust Street Rehabilitate crossing to current standards
\$ 7,150	65	each	\$ 110		W Locust to W Main (310') select cross tie replacement
\$ 930	310	track feet	\$ 3		W Locust to W Main Surface line and dress
\$ 31,900	58	track feet	\$ 550	62.4	W Main Street Rehabilitate crossing to current standards
\$ 320,000	4	each	\$ 80,000		W Main Street to West 1st Street Replace high banner stands
\$ 250,750	2950	track feet	\$ 85		W Main Street to West 1st Street Upgrade Rail to 115# with 50% tie repalcement
\$ 8,850	2950	track feet	\$ 3		W Main Street to West 1st Street surface line and dress (two tracks, 1475' each)
\$ 20,000		each		62.3C	Remove scale and fill scale = 50' x 4' x 8'
\$ 38,500	70	track feet	\$ 550	62.2C	W 1st Street Rehabilitate crossings to current standards (2 tracks 35' each)
\$ 80,750	950	track feet	\$ 85		West 1st Street to West 3rd Street Upgrade rail to 115# (curved track)
\$ 19,250	35	track feet	\$ 550		West 3rd Street Rehabilitate crossing to current standards (asphalt)
\$ 299,200	3520	track feet	\$ 85		West 3rd Street to x-over at Blakeslee Junction Replace Rail, tie into new rail at Blakeslee realignment
\$ 10,200	3400	track feet	\$ 3		West 3rd Street to x-over at Blakeslee Junction Surface line and dress

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 56,000				61.7	Skookumchuck Bridge currently 3 stringer cord w/112# 1941 rail
\$ 1,171,500	10650	each	\$ 110		Northern Tie in at Blakeslee Junction reconfiguration to Case Road SW select tie replacement (30%)
\$ 156,675	52225	track feet	\$ 3		Northern Tie in at Blakeslee Junction reconfiguration to Case Road SW Surface line and dress
\$ 138,125	1625	track feet	\$ 85		Relay rail through curve between 201st and 203rd Ave SW 50% tie replacement
\$ 64,000	112	track feet		54.5C	Trestle Scatter Creek (46 49 48.20N 122 59 29.03W)
\$ 31,900	58	track feet	\$ 550	51.7C	Case Road Rehabilitate to current standards
\$ 117,150	1065	each	\$ 110		Case Road to 140th Avenue SW Select cross tie replacement (30%)
\$ 15,714	5238	track feet	\$ 3		Case Road to 140th Avenue SW Surface line and dress
\$ 11,550	21	track feet	\$ 550	50.45C	140th Avenue SW Rehabilitate to current standards (asphalt)
\$ 33,550	305	each	\$ 110		140th Avenue SW to trestle Select cross tie replacement (30%)
\$ 4,524	1508	track feet	\$ 3		140th Avenue SW to trestle Surface line and dress
\$ 80,000				50.3C	Trestle - Beaver Creek @ Case Road (46 53 15.68N 122 58 15.45W)
\$ 64,900	590	each	\$ 110		Trestle to Case Road SW (Richie Bros) Select tie replacement (30%)
\$ 8,709	2903	track feet	\$ 3		Trestle to Case Road SW (Richie Bros) surface line and dress
\$ 20,900	38	track feet	\$ 550	49.8C	Case Road SW (Richie Bros) Rehabilitate crossing to current standards
\$ 14,850	135	each	\$ 110		Case Road SW (Richie Bros) to Maytown Road SW Select cross tie replacement
\$ 1,965	655	track feet	\$ 3		Case Road SW (Richie Bros) to Maytown Road SW surface line and dress (area includes two private crossings)
\$ 29,150	53	track feet	\$ 550	49.7C	Maytown Road SW Rehabilitate to current standards
\$ 44,000	400	each	\$ 110		Maytown Road SW to trestle select cross tie replacement (30%)
\$ 5,925	1975	track feet	\$ 3		Maytown Road SW to trestle surface line and dress
\$ 120,000				49.3C	Trestle - Beaver Creek @ Maytown 3 tracks
\$ 12,100	110	each	\$ 110		Trestle to C.P of turnout for Maytown siding Select cross tie replacement (30%)
\$ 1,650	550	track feet	\$ 3		Trestle to C.P of turnout for Maytown siding Surface line and dress
\$ 70,000	2	each	\$ 35,000		Maytown siding Upgrade switches each end
\$ 17,600	160	each	\$ 110		Maytown siding select cross tie replacement (15%)
\$ 5,100	1700	track feet	\$ 3		Maytown siding surface line and dress
\$ 13,750	125	each	\$ 110		Maytown siding switch to Reeder Road select cross tie replacement (30%)
\$ 1,845	615	track feet	\$ 3		Maytown siding switch to Reeder Road surface line and dress
\$ 15,400	28	track feet	\$ 550	49.1C	Reeder Road Rehabilitate crossing to current standards (asphalt)
\$ 9,900	90	each	\$ 110		Reeder Road to C.P. of loading track switch Select tie replacement (30%)
\$ 1,380	460	track feet	\$ 3		Reeder Road to C.P. of loading track switch surface line and dress
\$ 35,000	1	each	\$ 35,000		Loading track switch Upgrade switch and tie panel
\$ 3,850	35	each	\$ 110		Loading track switch to trestle Select tie replacement (30%)
\$ 495	165	track feet	\$ 3		Loading track switch to trestle surface line and dress
\$ 60,000	65	track feet		48.95C	Trestle - Beaver Creek
\$ 1,650	15	each	\$ 110		Trestle to siding switch Select tie replacement (30%)
\$ 240	80	track feet	\$ 3		Trestle to siding switch surface line and dress
\$ 70,000	2	each	\$ 35,000		Siding - up grade switches each end
\$ 11,000	100	each	\$ 110		C.P. from switch to Shelley St SW select tie replacement (30%)
\$ 1,500	500	track feet	\$ 3		C.P. from switch to Shelley St SW surface line and dress
\$ 25,300	46	track feet	\$ 550	48.9C	Shelly Street SW rehabilitate crossing to current standards (2 tracks) asphalt
\$ 137,500	1250	each	\$ 110		Shelley Street SW to Private crossing (State of Washington facility) select tie replacement (40%)
\$ 15,246	5082	track feet	\$ 3		Shelley Street SW to Private crossing surface line and dress

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 8,800	16	track feet	\$ 550	47.9C	Private crossing (State facility) upgrade to current standards
\$ 107,250	975	each	\$ 110		Private crossing to Tilley Road select tie replacement (40%)
\$ 11,865	3955	track feet	\$ 3		Private crossing to Tilley Road surface line and dress
\$ 22,000	40	track feet	\$ 550	47.2	Tilley Road South Upgrade to current standards
\$ 352,000	3200	each	\$ 110		Tilley Road South to Old Hwy 99 select tie replacement (40%)
\$ 38,940	12980	track feet	\$ 3		Tilley Road South to Old Hwy 99 surface line and dress
\$ 3,000	1	each	\$ 3,000		remove unused switch Tilley road + 5650'
\$ 30,800	56	track feet	\$ 550	44.6C	Old Hwy 99 crossing upgrade to current standards
\$ 42,350	385	each	\$ 110		Old Hwy 99 to Wolf Haven Crossing select tie replacement (30%)
\$ 5,745	1915	track feet	\$ 3		Old Hwy 99 to Wolf Haven Crossing surface line and dress
\$ 10,450	19	track feet	\$ 550	44.4C	Wolf Haven Crossing Upgrade to current standards
\$ 151,250	1375	each	\$ 110		Wolf Haven Crossing to Offut Lake Siding Switch select tie replacement (40%)
\$ 16,755	5585	track feet	\$ 3		Wolf Haven Crossing to Offut Lake Siding Switch surface line and dress
\$ 80,000					Trestle - FF-636 Offut Lake undercrossing
\$ 70,000	2	each	\$ 35,000		Offut Lake siding upgrade switches each end
\$ 440	4	each	\$ 110		Offut Lake Siding Switch (RR East) to Bronson Street SE select cross tie replacement
\$ 90	30	track feet	\$ 3		Offut Lake Siding Switch (RR East) to Bronson Street SE surface line and dress
\$ 19,800	36	track feet	\$ 550	43.4C	Bronson Street SE upgrade crossing to current standards (2 tracks)
\$ 238,000	2800	track feet	\$ 85		Offut Lake Siding area Upgrade rail through curve
\$ 16,500	150	each	\$ 110		Offut Lake Siding select tie replacement (15%)
\$ 5,220	1740		\$ 3		Offut Lake Siding surface line and dress
\$ 19,800	36	track foot	\$ 550	43.2C	123rd Avenue SE upgrade crossing to current standards (2 tracks)
\$ 64,350	585	each	\$ 110		123rd Avenue SE to Marshal Road SE select tie replacement (40%)
\$ 7,155	2385	track feet	\$ 3		123rd Avenue SE to Marshal Road SE surface line and dress
\$ 12,650	23	track feet	\$ 550	42.2C	Marshal Road SE upgrade crossing to current standards
\$ 74,250	675	each	\$ 110		Marshal Road SE to Deschutes River Trestle select tie replacement (40%)
\$ 8,190	2730	track feet	\$ 3		Marshal Road SE to Deschutes River Trestle surface line and dress
\$ 410,000	275	track feet		42.1C	Deschutes River Bridge
\$ 35,000	1	each	\$ 35,000	42	Western Junction switch to lower tracks upgrade switch to 115#
\$ 244,800	2880	track feet	\$ 85		Western Junction lower tracks replace rail on center/main track into facility w/50% tie replacement
\$ 50,000	1	each	\$ 50,000		Western Junction lower tracks switch and self gaurded frog to 115# with RBM frog (from center track to gravel track)
\$ 6,800	80	track feet	\$ 85		Western Junction lower tracks Replace rail from switch and along gravel track for 80'
\$ 60,500	550	each	\$ 110		Western Junction gravel track to switch for upper yard tracks select tie replacement (30%)
\$ 8,400	2800	track feet	\$ 3		Western Junction gravel track to switch for upper yard tracks surafce line and dress
\$ 93,500	850	each	\$ 110		Western Junction upper lead to Skookumchuck siding select cross tie replacement (15%)
\$ 28,050	9350	track feet	\$ 3		Western Junction upper lead to Skookumchuck siding surface line and dress
\$ 66,000	600	each	\$ 110		Western Junction shop tracks select tie repalcement (15%)
\$ 18,975	6325	track feet	\$ 3		Western Junction shop tracks surface line and dress
\$ 73,700	670	each	\$ 110		Main line: Western Juction switch to Skookumchuck siding switch Select tie replacement (40%)
\$ 7,800	2600	track foot	\$ 3		Main line: Western Juction switch to Skookumchuck siding switch surface line and dress
\$ 82,500	750	each	\$ 110		Main line: Western Juction switch to Skookumchuck cross-over select tie replacement (40%)
\$ 9,150	3050	track feet	\$ 3		Main line: Western Juction switch to Skookumchuck cross-over surface line and dress
\$ 26,400	240	each	\$ 110		Main Line: Skookumchuck cross-over to Waldrick Road (40%) select tie repalcement

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 2,940	980	track foot	\$ 3		Main Line: Skookumchuck cross-over to Waldrick Road surface line and dress
\$ 8,800	16	track foot	\$ 550	40.8C	Waldrick Road crossing - Thurston County Trail upgrade to ADA compliant concrete panel
\$ 13,200	24	track foot	\$ 550	40.8C	Waldrick Road crossing upgrade to current standards
\$ 66,000	600	each	\$ 110		Waldrick Road crossing to Private crossing select tie replacement (40%)
\$ 7,350	2450	track foot	\$ 3		Waldrick Road crossing to Private crossing surface line and dress
\$ 13,000					Cattle crossing
\$ 40,000					Cattle crossing - FF624
\$ 2,038,130	23978	track foot	\$ 85		Private crossing to Minisota Street Trestle Relay rail through curved track areas with 50% tie replacement
\$ 71,934	23978	track foot	\$ 3		Private crossing to Minisota Street Trestle surface line and dress
\$ 33,000					Trestle - FF622 Minenesota Street undercrossing
\$ 17,050	31	track foot	\$ 550		Milliatry Road SE Rehabilitate grade crossing to current standards
\$ 14,850	135	each	\$ 110		Minesota Street trestle to Cente Street SE Select tie replacement (30%)
\$ 1,995	665	track foot	\$ 3		Minesota Street trestle to Cente Street SE Surface line and dress
\$ 20,350	37	track foot	\$ 550		Cente Street SE rehabilitate to current standards
\$ 88,000	800	each	\$ 110		Center Street SE to Binghampton Street Trestle select cross tie replacement (40%)
\$ 9,795	3265	track foot	\$ 3		Center Street SE to Binghampton Street Trestle surface line and dress
\$ 750,000	440	track foot			Binghampton Street Trestle (Rainier)
\$ 121,000	1100	each	\$ 110		Binghampton Street Trestle to Private crossing select tie replacement (40%)
\$ 13,530	4510	track foot	\$ 3		Binghampton Street Trestle to Private crossing surface line and dress
\$ 63,250	575	each	\$ 110		Private crossing to Horizon Pioneer Road SE select tie replacement (40%)
\$ 7,050	2350	track foot	\$ 3		Private crossing to Horizon Pioneer Road SE surface line and dress
\$ 13,200	24	track foot	\$ 550		Horizon Pioneer Road SE upgrade to current standards
\$ 66,000	600	each	\$ 110		Horizon Pioneer Road SE to Cattle crossing select tie replacement (40%)
\$ 7,350	2450	track foot	\$ 3		Horizon Pioneer Road SE to Cattle crossing surface line and dress
\$ 20,000	30	each	\$ 110		Cattle Crossing re-deck 30 ties
\$ 14,300	130	each	\$ 110		Cattle Crossing to Zeller Road SE select tie replacement (40%)
\$ 1,590	530	track foot	\$ 3		Cattle Crossing to Zeller Road SE surface line and dress
\$ 11,550	21	track foot	\$ 550		Zeller Road SE rehabilitate to current standards - asphalt
\$ 280,500	2550	each	\$ 110		Zeller Road to 123rd Avenue SE select tie replacement (40%)
\$ 31,020	10340	track foot	\$ 3		Zeller Road to 123rd Avenue SE surface line and dress
\$ 26,400	48	track foot	\$ 550		Zeller Road rehabilitate crossing to current standards
\$ 3,300	30	each	\$ 110		Zeller Road to Morris Road select tie replacement (30%)
\$ 480	160	track foot	\$ 3		Zeller Road to Morris Road surface line and dress
\$ 15,400	28	track foot	\$ 550		Moris Road rehabilitate crossing to current standards
\$ 134,200	1220	each	\$ 110		Moris Road to Trestle select tie replacement (40%)
\$ 14,880	4960	track foot	\$ 3		Moris Road to Trestle surface line and dress
\$ 25,000	66	track foot			Trestle - Yelm Creek FF612
\$ 96,250	875	each	\$ 110		Trestle to Bald Hills Road SE select tie replacement (40%)
\$ 10,575	3525	track foot	\$ 3		Trestle to Bald Hills Road SE surface line and dress
\$ 26,400	48	track foot	\$ 550		Bald Hills Road SE rehabilitate to current standards
\$ 134,750	1225	each	\$ 110		Bald Hills Road SE to McKenna Trestle select tie replacement (40%)
\$ 15,060	5020	track foot	\$ 3		Bald Hills Road SE to McKenna Trestle surface line and dress
\$ 450,000					McKenna Trestle

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 294,525	3465	track foot	\$ 85		McKenna Trestle to Sundown Road South relay rail through curve with 50% tie repalcement
\$ 10,395	3465	track foot	\$ 3		McKenna Trestle to Sundown Road South surface line and dress
\$ 19,250	175	each	\$ 110		McKenna siding track select tie repalcement (20%)
\$ 4,200	1400	track foot	\$ 3		McKenna siding track surface line and dress
\$ 100,000	2	each	\$ 50,000		McKenna Siding upgrade switches each end
\$ 13,200	24	track foot	\$ 550		Sundown Road South rehabilitate crossing to current standards
\$ 52,250	475	each	\$ 110		Sundown Road South to SR 507 Select tie repalcement (40%)
\$ 5,745	1915	track foot	\$ 3		Sundown Road South to SR 507 Surface line and dress
\$ 74,250	135	track foot	\$ 550		SR 507 Upgrade crossing to current standards
\$ 34,100	310	each	\$ 110		SR 507 to 336th Street South select cross tie repalcement (40%)
\$ 3,750	1250	track foot	\$ 3		SR 507 to 336th Street South surface line and dress
\$ 13,200	24	track foot	\$ 550		336th Street South rehabilitate crossing to current standards
\$ 145,750	1325	each	\$ 110		336th Street South to 320th Street South select tie replacement (40%)
\$ 15,900	5300	track foot	\$ 3		337th Street South to 320th Street South surface line and dress
\$ 13,200	24	track foot	\$ 550		320th Street South rehabilitate crossing to current standards
\$ 68,750	625	each	\$ 110		320th St South to 312th St South select cross tie repalcement (40%)
\$ 7,650	2550	track foot	\$ 3		321st St South to 312th St South surface line and dress
\$ 11,000	20	track foot	\$ 550		312th St South rehabilitate crossing to current standards - asphalt
\$ 148,500	1350	each	\$ 110		312th St South to 295th St South select cross tie replacement (40%)
\$ 16,500	5500	track foot	\$ 3		313th St South to 295th St South surface line and dress
\$ 22,000	40	track foot	\$ 550		295th St South rehabilitate crossing to current standards - includes sidewalk
\$ 13,750	125	each	\$ 110		295th Street South to 293rd Street South select cross tie repalcement (40%)
\$ 1,530	510	track foot	\$ 3		296th Street South to 293rd Street South surface line and dress
\$ 8,250	15	track foot	\$ 550		293rd St South rehabilitate crossing to current standards - asphalt
\$ 19,250	175	each	\$ 110		293rd St South to 292nd Street South select tie repalcement (40%)
\$ 2,160	720	track feet	\$ 3		294th St South to 292nd Street South surface line and dress
\$ 13,750	25	track feet	\$ 550		292nd Street South rehabilitate crossing to current standards - asphalt
\$ 125,375	1475	track feet	\$ 85		292nd Street South to 288th Street South relay rail through curved track with 50% tie replacement
\$ 16,500	30	track feet	\$ 550		288th Street South rehabilitate crossing to current standards
\$ 90,750	825	each	\$ 110		288th St South to 280th St South select cross tie repalcement (40%)
\$ 10,005	3335	track foot	\$ 3		288th St South to 280th St South surface line and dress
\$ 16,500	30	track foot	\$ 550		280th Street South rehabilitate grade crossing to current standards
\$ 22,000	200	each	\$ 110		280th Street South to Trestle select tie repalcement (40%)
\$ 2,430	810	track feet	\$ 3		280th Street South to Trestle surface line and dress
\$ 40,000					Trestle - Locamas GG218
\$ 23,100	210	each	\$ 110		Trestle to SR 507 select tie replacement (40%)
\$ 2,550	850	track feet	\$ 3		Trestle to SR 507 surface line and dress
\$ 85,250	155	track feet	\$ 550		SR 507 crossing rehabilitation to current standards
\$ 137,500	1250	each	\$ 110		SR 507 crossing to trestle select tie repalcement (20%)
\$ 30,273	10091	track feet	\$ 3		SR 507 crossing to trestle surface line and dress
\$ 33,000	300	each	\$ 110		Trestle to trestle (East Gate area) select tie replacement (20%)
\$ 7,290	2430	track feet	\$ 3		Trestle to trestle (East Gate area) surface line and dress
\$ 44,000	400	each	\$ 110		Northern trestle to East Gate select tie repalcement (20%)

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 9,900	3300	track feet	\$ 3		Northern trestle to East Gate surface line and dress
\$ 110,000	1000	each	\$ 110		East Gate to private crossing select tie replacement (20%)
\$ 24,270	8090	track feet	\$ 3		East Gate to private crossing surface line and dress
\$ 249,750	3330	track feet	\$ 75		Private crossing to SR 507 replace rail through curve with 30% tie change
\$ 9,990	3330	track feet	\$ 3		Private crossing to SR 507 surface line and dress
\$ 66,000	120	track feet	\$ 550		SR 507 rehabilitate crossing to current standards
\$ 104,500	950	each	\$ 110		SR 509 to 85th Avenue East select cross tie replacement (20%)
\$ 23,550	7850	track feet	\$ 3		SR 509 to 85th Avenue East surface line and dress
\$ 19,250	35	track feet	\$ 550		85th Avenue East rehabilitate grade crossing to current standards
\$ 41,250	375	each	\$ 110		85th Avenue East to Hwy 7 trestle select cross tie replacement (20%)
\$ 9,330	3110	track feet	\$ 3		86th Avenue East to Hwy 7 trestle surface line and dress
\$ 598,230	7038	track foot	\$ 85		Hwy 7 trestle to 200th St Court area (no crossing) Relay rail through curved tracks
\$ 21,114	7038	track foot	\$ 3		Hwy 7 trestle to 200th St Court area (no crossing) surface line and dress
\$ 49,500	450	each	\$ 110		200th Street Court area to 38th Avenue East select cross tie replacement (20%)
\$ 11,340	3780	track foot	\$ 3		201st Street Court area to 38th Avenue East surface line and dress
\$ 19,250	35	track foot	\$ 550		50th Avenue East rehabilitate crossing to current standards
\$ 197,200	2320	track foot	\$ 85		50th Avenue East to Wye track switch replace rail with 50% new ties
\$ 6,960	2320	track foot	\$ 3		51st Avenue East to Wye track switch surface line and dress
\$ 63,250	575	each	\$ 110		Frederickson wye track switch to Millitary Road East select cross tie replacement (20%)
\$ 13,875	4625	track foot	\$ 3		Frederickson wye track switch to Millitary Road East surface line and dress
\$ 13,750	25	track foot	\$ 550		Milliatry Road East rehabilitate crossing to current standards
\$ 60,500	550	each	\$ 110		Milliatry Road East to 512 Bridge select cross tie replacement
\$ 13,650	4550	track foot	\$ 3		Milliatry Road East to 512 Bridge surface line and dress
\$ 115,500	1050	each	\$ 110		512 Bridge to Waller Road East select tie replacement (20%)
\$ 25,305	8435	track foot	\$ 3		512 Bridge to Waller Road East surface line and dress
\$ 19,250	35	track foot	\$ 550		Waller Road rehabilitate to current standards
\$ 24,750	225	each	\$ 110		Waller Road to 128th Street East select cross tie replacement (20%)
\$ 5,745	1915	track foot	\$ 3		Waller Road to 128th Street East surface line and dress
\$ 38,500	70	track foot	\$ 550		128th Street East rehabilitate crossing to current standards (2 tracks)
\$ 35,750	325	each	\$ 110		128th Street East to 120th Street select cross tie replacement (20%)
\$ 8,250	2750	track foot	\$ 3		129th Street East to 120th Street surface line and dress
\$ 24,200	44	track foot	\$ 550		120th Street East rehabilitate crossing to current standards (2 tracks)
\$ 24,750	225	each	\$ 110		120th Street East to East Allison siding switch select cross tie replacement
\$ 5,385	1795	track foot	\$ 3		121st Street East to East Allison siding switch surface line and dress
\$ 60,500	550	each	\$ 110		Allison Siding select tie replacement (15%)
\$ 18,600	6200	track foot	\$ 3		Allison Siding surface line and dress
\$ 13,200	120	each	\$ 110		Allison siding switch to 112th Street Bridge select cross tie replacement (20%)
\$ 2,865	955	track foot	\$ 3		Allison siding switch to 112th Street Bridge surface line and dress
\$ 19,250	175	each	\$ 110		112th Street Bridge to SR 512 Bridge select tie replacement
\$ 4,275	1425	track foot	\$ 3		112th Street Bridge to SR 512 Bridge surface line and dress
\$ 101,250	1350	track foot	\$ 75		SR 512 Bridge to 104th Street East re-rail across bridge and through 104th 30 % tie replacement (curved track segment)
\$ 17,600	32	track foot	\$ 550		104th Street East rehabilitate crossing to current standards

Estimate	Quantity	Unit of measure	Cost per unit	Milepost	Description
\$ 23,650	215	each	\$ 110		104th Street East to 99th Street East select cross tie replacement (20%)
\$ 5,175	1725	track foot	\$ 3		104th Street East to 99th Street East surface line and dress
\$ 13,750	25	track foot	\$ 550		99th Street East Rehabilitate grade crossing to current standards
\$ 66,300	780	track foot	\$ 85		99th Street East to 97th Street East + 40' re-rail through curved portion of track
\$ 13,200	24	track foot	\$ 550		97th Street East rehabilitate crossing to current standards
\$ 41,250	375	each	\$ 110		97th Street East to 90th Street East select cross tie replacement (20%)
\$ 9,105	3035	track foot	\$ 3		98th Street East to 90th Street East surface line and dress
\$ 16,500	30	track foot	\$ 550		90th Street East rehabilitate crossing to current standards
\$ 2,750	25	each	\$ 110		90th Street East to Golden Given Street East Select cross tie replacement (20%)
\$ 525	175	track foot	\$ 3		90st Street East to Golden Given Street East Surface line and dress
\$ 49,500	90	track foot	\$ 550		Golden Given Road East Rehabilitate crossing to current standards
\$ 148,750	1750	track foot	\$ 85		Golden Given Road East to East 84th Street area (no crossing) through curved track re-lay rail with 40% tie pictures
\$ 14,300	26	track foot	\$ 550		85th Street East Rehabilitate crossing to current standards
\$ 99,000	900	each	\$ 110		East 84th Street East area to McKinley Avenue select cross tie replacement (40%)
\$ 11,220	3740	track foot	\$ 3		East 84th Street East area to McKinley Avenue surface line and dress
\$ 114,750	1350	track foot	\$ 85		E 72nd Street to E 68th Street area (no crossing) re-lay rail though curved track
\$ 33,000	60	track foot	\$ 550		East 69th Street rehabilitate crossing to current standards (2 tracks)
\$ 33,000	300	each	\$ 110		E 68th Street area to E64th Street select tie replacement (40%)
\$ 3,780	1260	track foot	\$ 3		E 68th Street area to E64th Street surface line and dress
\$ 19,250	35	track foot	\$ 550		East 64th Street rehabilitate crossing to current standards
\$ 35,750	325	each	\$ 110		East 64th Street to East 60th Street select tie replacement (40%)
\$ 3,930	1310	track foot	\$ 3		East 64th Street to East 60th Street surface line and dress
\$ 19,250	35	track foot	\$ 550		East 60th Street rehabilitate crossing to current standards
\$ 33,000	300	each	\$ 110		East 60th Street to East 56th Street select cross tie replacement (40%)
\$ 3,900	1300	track foot	\$ 3		East 60th Street to East 56th Street surface line and dress
\$ 24,750	45	track foot	\$ 550		East 56th Street rehabilitate crossing to current standards
\$ 282,200	3320	track foot	\$ 85		East 56th Street to East 46th Street relay rail on grade and in curves with 50% tie replacement
\$ 9,960	3320	track foot	\$ 3		East 56th Street to East 46th Street surface line and dress
\$ 19,250	35	track foot	\$ 550		East 46th Street rehabilitate crossing to current standards
\$ 814,300	9580	track foot	\$ 85		East 46th Street to East C Street relay rail on grade and through curves with 50% new ties
\$ 28,740	9580	track foot	\$ 3		East 46th Street to East C Street surface line and dress
\$ 344,250	4050	track foot	\$ 85		TR x-over +250' to C.P for highline switch rerail with 50% new ties
\$ 8,700	2900	track foot	\$ 3		TR x-over +250' to C.P for highline switch surface line and dress (less 1070' PRB, and 80' Warhoop = 1150)

\$ 19,508,033

Total Track Infrastructure Cost Allocation