



## 2015-2017 Freight Rail Assistance Program Project List

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### Introduction

The Washington State Legislature authorized the Washington State Department of Transportation (WSDOT), under ESSB 6001, Section 310 (2), to issue a “Call for Projects” for the Freight Rail Assistance Program. Both the number of applications and the total amount requested amount from the program has increased: WSDOT received 23 applications requesting over \$23 million in funding in 2015-17. This is the third biennium that the grant program was open to the private sector, and 14 of the 23 applications were from the private sector.

WSDOT issued a ‘Call for Projects’ based on legislative priorities defined in RCW 47.76.240 in July 2014. Proposal submittals were due back to WSDOT on August 29, 2014. By November 1, 2014, WSDOT is required to submit a prioritized list of recommended projects to the Office of Financial Management and the Transportation Committees of the Legislature. Verification of project milestone dates is predicated on project funds being made available on July 1, 2015. If funds are not available until a later date, project milestone dates will need to be adjusted.

The WSDOT Freight Systems Division ranked the proposals with the assistance of a review team consisting of participants from the Freight Mobility Strategic Investment Board, the Washington Department of Commerce, the Washington Public Ports Association and WSDOT’s Rail Division. They used the benefit/cost element of the “Freight Rail Project Priorities” report submitted to the Legislature on September 1, 2008 along with the scoring matrix sent out in the application package to evaluate the benefit/cost of each proposal. To document the proposals’ ability to provide economic benefits, WSDOT verified the number and location of shippers and their current carloads moved. WSDOT also examined additional issues including:

- Risks to the project completion from environmental impacts (these were noted on the details of the projects where applicable).
- Risks to budget due to cost estimates provided not being sound or not allowing enough for cost increases due to inflation or any other factor (these risks were noted on the project description).

In addition to the benefit/cost analysis applicants were judged on their ability to successfully manage schedule, scope and budget for their proposed project.

WSDOT isn’t able to recommend funding several of the projects that scored well, as there was a strong group of proposals from a high number of applicants and limited funding available. WSDOT has recommended to those public sector applicants that are not recommended for funding in the Freight Rail Assistance Program to consider funding from the State Rail



Investment Bank where there are funds remaining. We have advised within the project detail where applicants have chosen this funding option.

WSDOT has requested the legislature reappropriate funds remaining from a previously selected project that is no longer eligible for funding through the program. Therefore, WSDOT has recommended a list of projects should the reappropriation of funds not be granted (Column A of the Master List) and an additional four projects for funding should reappropriation be approved (Column B of the Master List).

WSDOT received five project proposals that were either missing information to complete a positive benefit-cost analysis or they were not feasible due to scope, schedule or budget considerations. These projects are not recommended for funding in the Freight Rail Assistance Program.



**Prioritized Project List:**

**Master List**

Name of Applicant	Score	Ranking	Amount (A)	Amount (B)
Mount Vernon Terminal Railway/Whole Energy	67	1	\$392,000	\$392,000
Port of Whitman County	60	2	\$500,000	\$500,000
Tidewater Transportation	58	3	\$346,412*	\$346,412*
Columbia Basin Railroad	57	4	\$206,109	\$206,109
Palouse Grain Growers	56=	5	\$538,300	\$538,300
Watco Incorporated	56=	5	\$366,440	\$366,440
Cascade & Columbia	55	7	\$400,739*	\$498,441*
Port of Columbia	54	8	\$0	\$270,300*
Snohomish County	50	9	\$0 (A)	\$184,000
Yakima Central	49	10	\$0	\$201,645
Kennewick Terminal	48	11	\$0	\$268,042*
Port of Vancouver	47	12=	\$0 (A)	\$0 (A)
Columbia Pulp, LLC.	47	12=	\$0	\$0
Puget Sound & Pacific	47	12=	\$0	\$0
Port of Everett	47	12=	\$0 (A)	\$0 (A)
Tacoma Rail	43	16	\$0	\$0
Eastern Washington Gateway	40	17	\$0	\$0
Port of Walla Walla	34	18	\$0 (A)	\$0 (A)
Cooperative Agriculture			\$0 (B)	\$0 (B)
City of Kent (228 <sup>th</sup> St)			\$0 (B)	\$0 (B)
City of Kent (212 <sup>th</sup> St)			\$0 (B)	\$0 (B)
MHW Group			\$0 (B)	\$0 (B)
Whitgro			\$0 (B)	\$0 (B)
<b>Total</b>			<b>\$2,750,000</b>	<b>\$3,771,689<sup>^</sup></b>

\* This project is recommended for funding for less than the requested amount; applicants have confirmed that the project can be completed for this amount.

<sup>^</sup> Projects recommended in Column A are recommended based on available funding for this program not exceeding \$2.75 million. Additional projects recommended in Column B could be



funded in the event the legislature chooses to reappropriate funds from a previously uncompleted project which is no longer eligible for funding through the program.

Numbers shown with an = sign following indicates they tied in the ranking.

Note A – These projects would qualify for a loan under the Freight Rail Investment Bank as funds remain in that program. All qualified applicants not recommended for funding in this program were asked if they would prefer to be considered for funding from the loan program. Individual responses are provided in the Summary of the project detail. If project do want to be considered, they will also appear in Freight Rail Investment Bank Program Project List.

Note B - These projects either did not pass the benefit/cost requirements, could not be completed for less than the requested amount or provided inadequate data detailing benefits or project scope, schedule and budget. These projects are not recommended.



## Mount Vernon Terminal Railway/Whole Energy Fuels Corp – Mount Vernon Terminal Railway Expansion – Phase I

Ranking: 1

Final Score: 67

PIN #740310A

### Project Description

The project is the first of multiple phases that will expand railcar capacity in the Mount Vernon terminal. This will increase multimodal transloading capability in Skagit County and reduce congestion on the adjacent mainline rail line.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Whole Energy	Private	Cash	\$974,000	70.5%
Mount Vernon Terminal Railway	Private	Cash or In-Kind	\$15,000	1.1%
WSDOT	Public	Cash	\$392,000	28.4%
<b>Total</b>			<b>\$1,381,000</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit-cost ratio is in excess of 2 to 1.
- The new facility will support operations at an adjacent glycerin refinery.
- This facility will provide increased multi-modal capacity in a region with limited capacity today.



## Port of Whitman County – Wilma Rail Terminal Improvements

Ranking: 2

Final Score: 60

PIN #727610A

### Project Description

The project supports over \$15 million in private investment at the Port of Wilma and supports the creation of 15 new jobs. The project creates a second rail connection between the port and the rail line and improves mobility and safety of trucks and trains in and around the port facility by installing concrete crossings. This project will support unit train capability at the port.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local – Port	Public	Cash	\$500,000	33.3%
WSDOT – Loan	Public	Cash	\$500,000	33.3%
WSDOT – Grant	Public	Cash	\$500,000	33.3%
<b>Total</b>			<b>\$1,500,000</b>	<b>100.0%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- This project will support new business at the port which is expected to generate over 800 railcars of additional business per year.
- Port of Wilma serves as a multimodal facility and provides access to road, rail and barge service on the Snake River.
- The scope of this project could be reduced in order accommodate a reduction in total amount awarded.



### Tidewater Transportation – Pasco Rail-to-Barge Transload Facility

Ranking: 3

Final Score: 58

PIN #755110A

#### Project Description

This project upgrades Tidewater’s Pasco facility to be able to handle unit trains by improving nearly 8,000 feet of existing rail infrastructure.

#### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local – Various	Private	Cash	\$539,490	43.4%
WSDOT	Public	Cash	\$346,412	27.9%
Unfunded			\$357,048	28.7%
<b>Total</b>			<b>\$1,242,950</b>	<b>100.0%</b>

#### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- The facility upgrades existing rail infrastructure to be able to handle unit train shipments.
- This project will reduce railcar shipments on BNSF’s rail line through the Columbia River Gorge, therefore reducing mainline railroad congestion in the State.
- This facility provides a multimodal connection by using river barge to reach export terminals and other destinations in the region.
- The facility improves previously retained state-owned rail infrastructure (managed by Washington State Parks & Recreation).
- After evaluating the project scope, the review team is recommending partial funding for this project in the amount of \$346,412. The applicant has advised they would complete the project with partial funding.



## Columbia Basin Railroad (CBRR) – Schrag Rail & Tie Replacement – Phase II

Ranking: 4

Final Score: 57

PIN #741411A

### Project Description

The CBRR proposes to replace 3,139 track feet of rail with 100 pound rail and install new ties and crossing planks.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Columbia Basin Railroad	Private	In-Kind	\$95,881	31.8%
WSDOT	Public	Cash	\$206,109	68.2%
<b>Total</b>			<b>\$301,990</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- The grant would allow the CBRR to safely operate on the rail line at increased speeds.
- These improvements allow the shipper to continue to use this facility to ship by rail. These improvements support past projects and are part of a plan to improve the entire branch line to be capable of handling railcars weighing 286,000 pounds.



## Palouse Grain Growers – Palouse Rail Loadout Improvements

Ranking: 5

Final Score: 56

PIN #700410B

### Project Description

This project allows the applicant to begin shipping by rail by repurposes an underutilized rail spur and constructing a new rail load-out and conveyor system. The project will also add more storage space allowing the applicant to ship more cars at one time.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Palouse Grain Growers	Private	Cash	\$280,000	34.2%
WSDOT	Public	Cash	\$538,300	65.8%
<b>Total</b>			<b>\$818,300</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- This project will more than double annual railcar shipments on this lightly used section of the state-owned rail system.
- This project supports past privately funded improvements to the facility including a new truck unloading pit constructed in 2012.



## Watco Incorporated – PCC Railroad Bridge Repairs

Ranking: 5

Final Score: 56

PIN #762110A

### Project Description

Repair 30 bridges on the following sections of the PCC: MP 14.21 and MP 50.17 on the Wallula subdivision, between MP 33.17 and MP 77.27 on the Hooper subdivision, and MP 8.72 and MP 25.51 on the Pleasant Valley subdivision.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Watco, Inc.	Private	Cash	\$40,000	9.8%
WSDOT	Public	Cash	\$366,440	90.2%
<b>Total</b>			<b>\$406,440</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- The project will support past and future state funding on the PCC Rail System. Project supports goal of safe, 25 mile-per-hour operation of the system.
- Project maintains existing bridge structure. Repairing and strengthening existing bridge structures is much more cost effective than constructing new structures.
- While the entire project is necessary, the project scope could be altered in the event that the project is only partially funded.



## Cascade & Columbia River Railroad – Wenatchee to Entiat Track Rehabilitation

Ranking: 7

Final Score: 55

PIN #740210A

### Project Description

Cascade & Columbia (CSCD) requests funds to replace 4,900 ties, place 2,100 tons of ballast and resurface the mainline from milepost 6 through milepost 13.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Cascade and Columbia River RR	Private	Cash	\$74,016	12.0%
WSDOT	Public	Cash	\$498,441	80.8%
Unfunded			\$44,345	7.2%
<b>Total</b>			<b>\$616,802</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- The project will make improvements on the section of the rail corridor that has the most railcars shipments.
- CSCD is at risk of future abandonment. This project will directly support economic development that is planned in the Entiat, WA area.
- The railroad provides the only rail service to the north central region of the state. If rail serviced ceased, use of the line all shipments would transfer to truck or shippers would need to relocate.
- The scope of this project has been reviewed and partial funding of the project is recommended. If reappropriation of funds requested by WSDOT is granted by the legislature, this project is recommended for funding up to \$498,441. If the reappropriation is not granted WSDOT recommends funding this project at \$400,739. The project applicant has confirmed they will be able to complete significant portions of this project with partial funding.



## Port of Columbia – Prescott to Dayton Rail Improvements

Ranking: 8

Final Score: 54

PIN #722211A

### Project Description

This project would repair eight bridges on a section of the rail line that is current out of service due to its condition. Additional funding is also sought to repair 17 miles of track.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Port of Columbia	Public	Cash	\$10,000	0.1%
Railroad Operator	Private	Cash	\$10,000	0.1%
Local – Primary Shipper	Private	Cash	\$10,000	0.1%
WSDOT	Public	Cash	\$270,300	19.8%
Unfunded			\$1,066,100	78.0%
<b>Total</b>			<b>\$1,366,400</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of one.
- After review of the scope and budget of this project, the review team recommends partial funding for this project of \$270,300. The applicant has confirmed that at this time, with partial funding, they will be able to return to service the current section of track that is currently out-of-service. The applicant has declined to seek additional funding through the Freight Rail Investment Bank Program.
- Funding for this project is contingent upon the legislature granting WSDOT’s reappropriation request.



## Snohomish County – 240<sup>th</sup> Street/SR 9 Grade Crossing Improvements

Ranking: 9

Final Score: 50

PIN #750210A

### Project Description

Remove, adjust and replace existing railroad tracks and adjacent pavement at the intersection of 240<sup>th</sup> Street SE and SR 9. This project will also install new crossing arms and warning lights.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local	Public	Cash	\$46,000	20.0%
WSDOT	Public	Cash	\$184,000	80.0%
<b>Total</b>			<b>\$230,000</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of one.
- This project makes safety improvements to this grade crossing in coordination with reconstruction of the adjacent roadway.
- This project is part of a long-term strategy by the county to rehabilitate this lightly used shortline.
- Funding for this project is contingent upon the legislature granting WSDOT's reappropriation request.



## Yakima Central – Rail Line Rehabilitation

Ranking: 10

Final Score: 49

PIN #710310A

### Project Description:

The project will replace approximately 1,000 cross ties between MP10 and MP 19. The project will also regulate ballast, surface and tamp roadbed which will allow the operator to restore 25 mile-per-hour operations.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Yakima Central Railroad	Private	Cash	\$22,405	10.0%
WSDOT	Public	Cash	\$201,645	90.0%
Total			\$224,050	100%

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of one.
- Project restores 25 mile-per-hour operation to the county-owned rail asset.
- Yakima County is considered a Distressed Area by the Federal Bureau of Labor Statistics.
- Funding for this project is contingent upon the legislature granting WSDOT's reappropriation request.



## Kennewick Terminal – Kennewick Industrial Rail Rehabilitation

Ranking: 11

Final Score: 48

PIN #758810A

### Project Description

The project will replace rail and ties and add ballast to industrial track located within Kennewick.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Kennewick Terminal	Private	Cash	\$50,800	10.0%
WSDOT	Public	Cash	\$268,042	52.8%
Unfunded			\$189,158	37.2%
<b>Total</b>			<b>\$508,000</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 1 for this project.
- The project will support an increase in train speed operation and will support new economic development efforts by the new owner.
- After review of the scope and budget of this project, the review team recommends partial funding for this project in the amount of \$268,042. The applicant has confirmed that with partial funding, they will be able to complete a significant portion of the original scope of this project.
- Funding for this project is contingent upon the legislature granting WSDOT’s reappropriation request.



## Port of Vancouver – West Vancouver Freight Access – South Lead Track

Ranking: 12

Final Score: 47

### Project Description

Install 1,500 LF of new track on Terminal 2, 8,300 LF of new track west of the 26<sup>th</sup> Avenue overpass and install 5 new #11 turnouts.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local – Port	Public	Cash	\$2,355,000	75.9%
Unfunded	Public	Cash	\$750,000	24.1%
Total			\$3,105,000	100%

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 1 for this project.
- This project is a phase of the larger West Vancouver Freight Access Project.
- This project will support regional economic growth by reducing congestion on the mainline rail network and increasing efficient operations within the port.
- The applicant has declined to be considered for funding through the Freight Rail Investment program.



## Columbia Pulp, LLC. – Columbia Pulp Siding Construction

Ranking: 12

Final Score: 47

### Project Description:

This project will construct 1,500 LF spur track leading to a new pulp facility. It will also include 2,500 feet of storage tracks for receiving of delivery of materials.

### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Columbia Pulp	Private	Cash	\$593,000	50.0%
Unfunded			\$593,000	50.0%
<b>Total</b>			<b>\$1,186,000</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- This project would support the development of a brand new straw pulp facility to be located near the Lyon's Ferry Bridge.
- Once operational, the new facility could generate nearly 2,000 railcar loads per year.



### Puget Sound & Pacific – Elma to Shelton track rehabilitation

Ranking: 12

Final Score: 47

#### Project Description:

Install 5,100 ties, place 2,250 tons of ballast and surface the rail between MP 2 and MP 11.

#### Funding

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Puget Sound & Pacific	Private	Cash	\$72,942	12.0%
Unfunded			\$534,907	88.0%
<b>Total</b>			<b>\$607,849</b>	<b>100%</b>

#### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- This project will support the planned development of a new pipe plant in Mason County.
- The rail corridor is part of the Strategic Rail Corridor Network (STRACNET) and support shipments in and out of Naval Base Kitsap.
- This project would improve track that all trains moving on the corridor use.



## Port of Everett – Marine Terminal Rail Investments

Ranking: 12

Final Score: 47

### Project Description

This project would add an additional 650 feet of rail to the north end of the Port’s Marine Terminal facility and improve the functionality and safety of the South Terminal Rail Spur by rehabilitating sections of track and extending the spur 100 feet to the north.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Port of Everett	Public	Cash	\$562,000	20.0%
Unfunded			\$1,355,000	48.1%
WSDOT – Freight Rail Investment Bank (13-15 appropriation)	Public	Loan	\$900,000	31.9%
<b>Total</b>			<b>\$2,817,000</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- This project would improve the operations of BNSF by allowing easier ingress and egress from the mainline to the port.
- Completion of this project is contingent on reappropriation of \$900,000 previously provided in a prior Freight Rail Investment Bank funded project.
- The applicant has declined to have the unfunded portion of this project be considered for funding through the Freight Rail Investment Bank.



### Tacoma Rail – Transfer Yard Connection

Ranking: 16

Final Score: 46

#### Project Description

Install 150 feet of track, a #9 turnout and a new diamond track crossing that will connect to existing rail track along Lincoln Ave and lead to the Transfer Yard.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
US Oil	Private	Cash	\$175,000	50.6%
Tacoma Rail	Public	Cash/In Kind	\$20,582	6.0%
WSDOT – Freight Rail Investment Bank	Public	Cash	\$150,000	43.4%
Freight Rail Assistance Program			\$0	0%
<b>Total</b>			<b>\$345,582</b>	<b>100%</b>

#### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of 2 to 1.
- This project would increase efficiency of train handling and offloading at US Oil.
- The project is not recommended for funding through the Freight Rail Assistance Program. The applicant has advised they are interested in converting the grant request to the loan program.



## Eastern Washington Gateway – CW Branch Surface, Line & Dress

Ranking: 17

Final Score: 40

### Project Description

This project will install ballast, rehabilitate rail joints, replace cross ties, surface, line and dress portions of the state-owned rail line.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Unfunded			\$804,224	100%
Total			\$804,224	100%

### Summary of Analysis and Recommendation:

- This project is scoped to address 29 miles of the CW Branch that do not allow for 25 mile-per-hour operations.
- The project builds on past funding provided through the Freight Rail Assistance Program and other state appropriated funding.



## Port of Walla Walla – Wallula Gap Business Park Lead Track

Ranking: 18

Final Score: 34

### Project Description

The project will acquire right-of-way, construct a new connection track and an additional 1,000 LF of track.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Port of Walla Walla	Public	Cash	\$523,640	39.3%
WSDOT – Freight Rail Investment Bank	Public	Cash	\$810,085	60.7%
Freight Rail Assistance Program			\$0	0%
<b>Total</b>			<b>\$1,333,725</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The benefit cost ratio is in excess of one.
- The project proposes to build rail access to a 1,400 acres industrial site.
- The new industrial site will have rail access to both BNSF Railway and Union Pacific. This is an important feature for new businesses that would rely on rail transportation.
- Port of Walla Walla’s original application requested \$650,000 from the Freight Rail Assistance Program and \$160,085 from the Freight Rail Investment Bank. The project is not recommended for funding from the Freight Rail Assistance Program. The applicant has advised they are interested in converting the grant request to the loan program.



## Cooperative Agriculture – Fall Protection Installation Project

Ranking: not recommended

Final Score:

### Project Description

The project improves safety for workers by adding fall protection equipment for the loading or railcars at three different facilities.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Cooperative Agriculture	Private	Cash	\$36,900	28.1%
Unfunded			\$94,533	71.9%
<b>Total</b>			<b>\$131,433</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The application lacked sufficient data to be able to determine the public or economic benefit of the project.
- Project review team determined the scope of work included installation of equipment that was considered an improvement to the elevator and provided limited or no additional utility to the utilization of rail transportation.



### City of Kent – S228th Street Grade Separation (UP)

Ranking: not recommended

Final Score:

#### Project Description

This project would grade separate 5 lanes of South 228<sup>th</sup> Street and the Union Pacific railroad tracks.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local – Various	Public	Cash	\$16,527,500	66.1%
Union Pacific	Private	Cash	\$1,100,000	4.4%
Federal Funds	Public	Cash	\$4,122,500	16.5%
Unfunded	Public	Cash	\$3,250,000	13.0%
<b>Total</b>			<b>\$25,000,000</b>	<b>100%</b>

#### Summary of Analysis and Recommendation:

- The project requested funds which are in excess of what the program has to provide.
- The project cannot be completed with less than full funding.
- After reviewing scope, schedule and budget it was determined that it is unlikely the project can be completed prior to June 30, 2017.



### City of Kent – S212th Street Grade Separation (BNSF/UP)

Ranking: not recommended

Final Score:

#### Project Description

This project would grade separate 7 lanes of South 212<sup>th</sup> Street and both the BNSF Railway and Union Pacific railroad tracks.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Local – Various	Public	Cash	\$7,728,000	14.3%
Railroads	Private	Cash	\$2,350,000	4.4%
Federal Funds	Public	Cash	\$22,922,000	42.5%
Other	Public	Cash	\$11,000,000	20.3%
Unfunded			\$10,000,000	18.5%
<b>Total</b>			<b>\$54,000,000</b>	<b>100%</b>

#### Summary of Analysis and Recommendation:

- The project requested funds which are in excess of what the program has to provide.
- The project cannot be completed with less than full funding. In addition to the the \$6,000,000 requested from the Freight Rail Assistance Program an additional 4,000,000 appears unfunded.
- After reviewing scope, schedule and budget it was determined that it is unlikely the project can be completed prior to June 30, 2017.



## MHW Group – Cryo-Trans Car Repair Facility & Transload Center

Ranking: not recommended

Final Score:

### Project Description

This project would construct 2,500 LF of rail spur to facilitate construction of a repair facility for refrigerated railcars.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
MHW Group	Private	Cash	\$1,587,173	38.8%
Unfunded			\$2,507,384	61.2%
<b>Total</b>			<b>\$4,094,557</b>	<b>100%</b>

### Summary of Analysis and Recommendation:

- The application lacked sufficient data to be able to determine the public or economic benefit of the project.
- Does not appear project can be completed without providing full funding requested.



## Whitgro – Saint John Siding Extension

Ranking: not recommended

Final Score:

### Project Description

The project expands current rail spur track in St. John by 1,838 LF. This additional track will support increased railcar loadings and create a more efficient operation for both the local shippers and the rail operator.

Funding Source	Public or Private	Cash or In-Kind	Amount	%
Whitgro	Private	Cash	\$50,000	5.1%
Unfunded			\$929,000	94.9%
Total			\$979,000	100%

### Summary of Analysis and Recommendation:

- The application lacked sufficient data to be able to determine the public or economic benefit of the project.