

Rail Infrastructure Development – Rivergate Progression



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AAPA Partnerships in Planning and Development

Locator Map – Port of Portland



 BNSF

 UP

Port Facilities



Rivergate in 2006



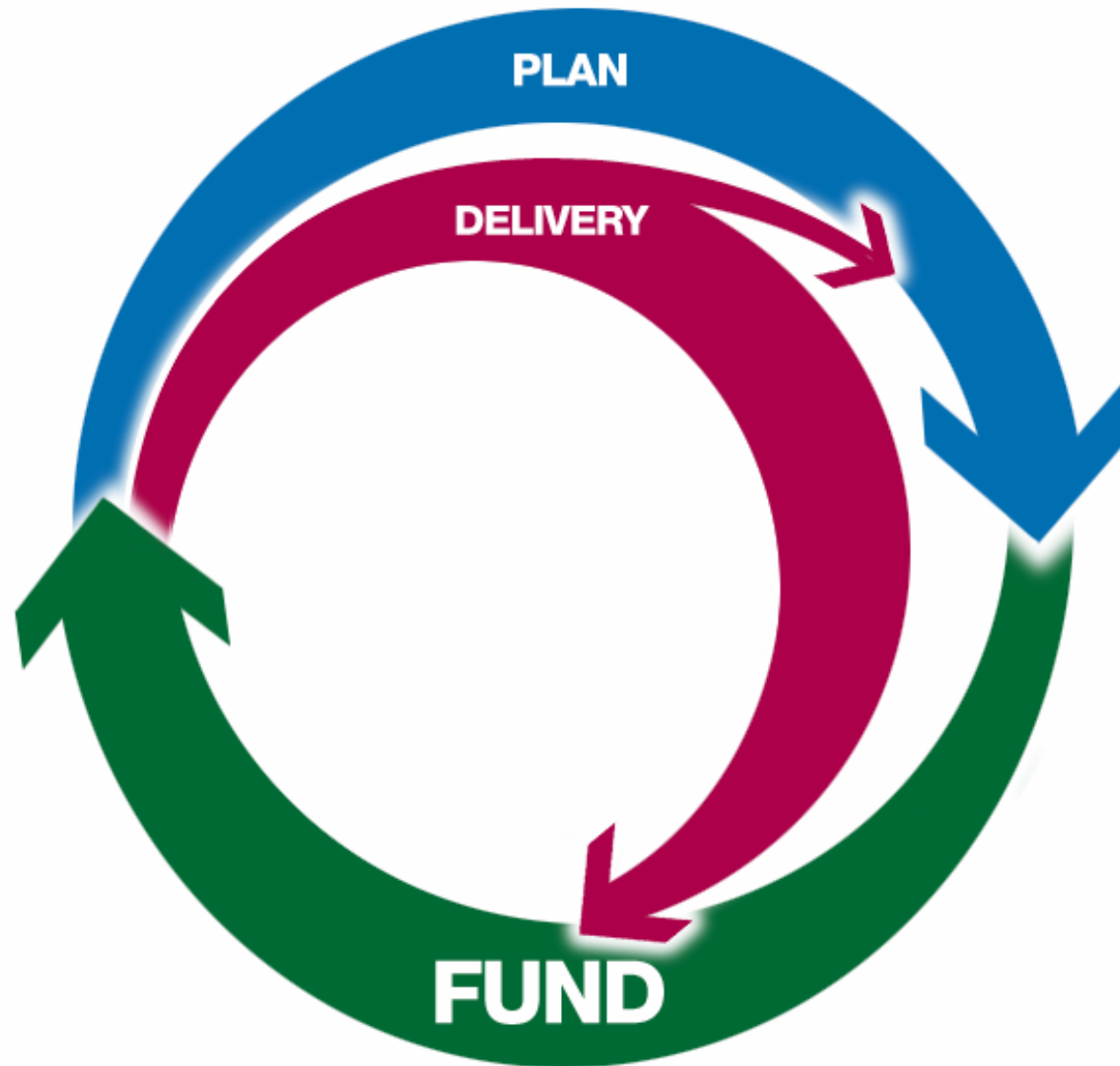
Terminal 6

Columbia Grain

Canpotex

Evraz
Oregon
Steel

Growing Projects



Rivergate in 1991

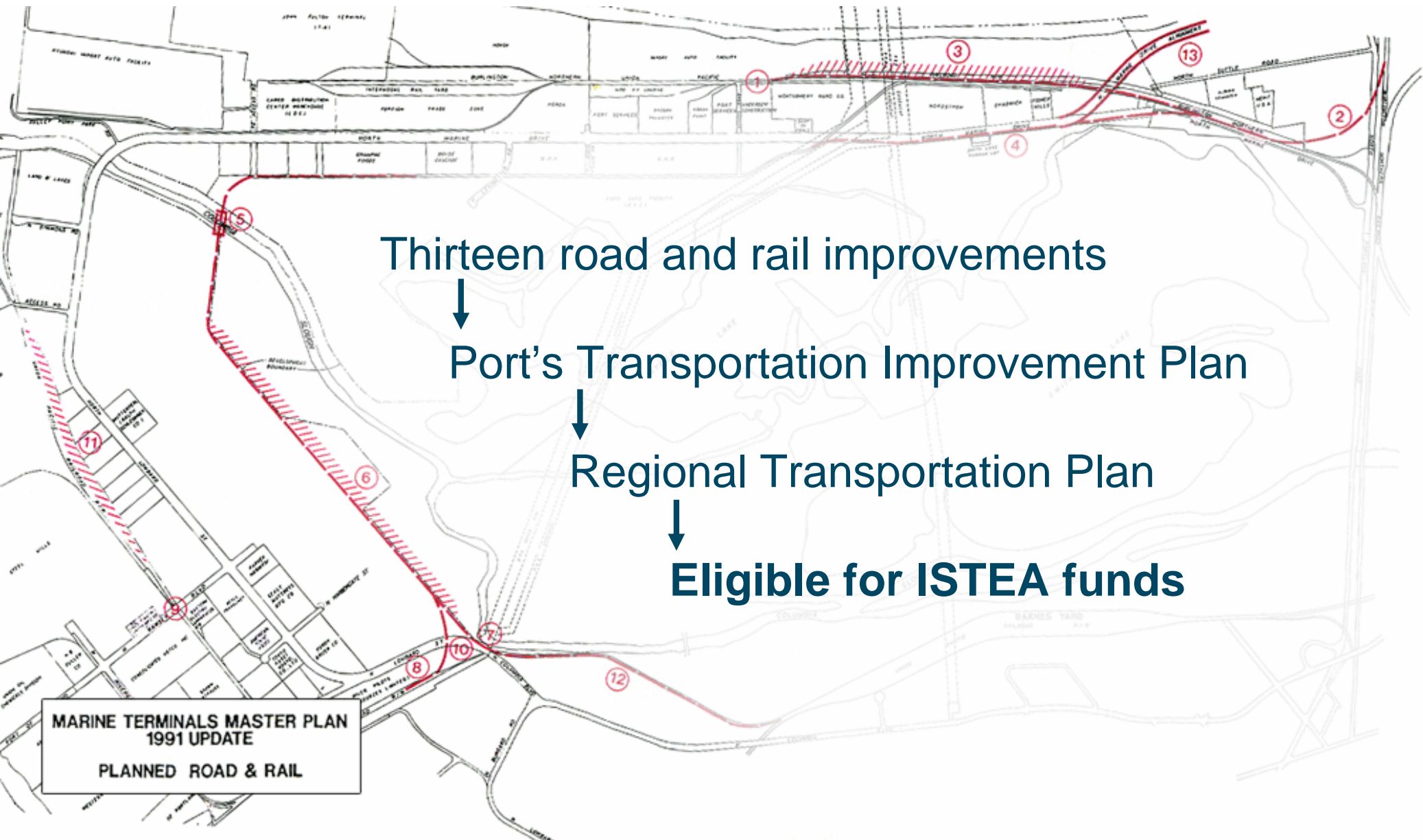


Marine Terminals Master Plan (1991)

- Look beyond terminals
- Broad participation:
 - Class 1's
 - Stevedore services
 - ILWU
 - Carriers
 - Tenants
 - Army Corps of Engineers
 - US National Bank
 - Others



Marine Terminals Master Plan (1991) – Outputs



1995: Slough Bridge Project



Initial Capital – Slough Bridge Project

Port	\$4.6 million	▶	\$7.6 million
ISTEA Earmark	\$2.1 million		
MTIP (CMAQ)	\$0.9 million		

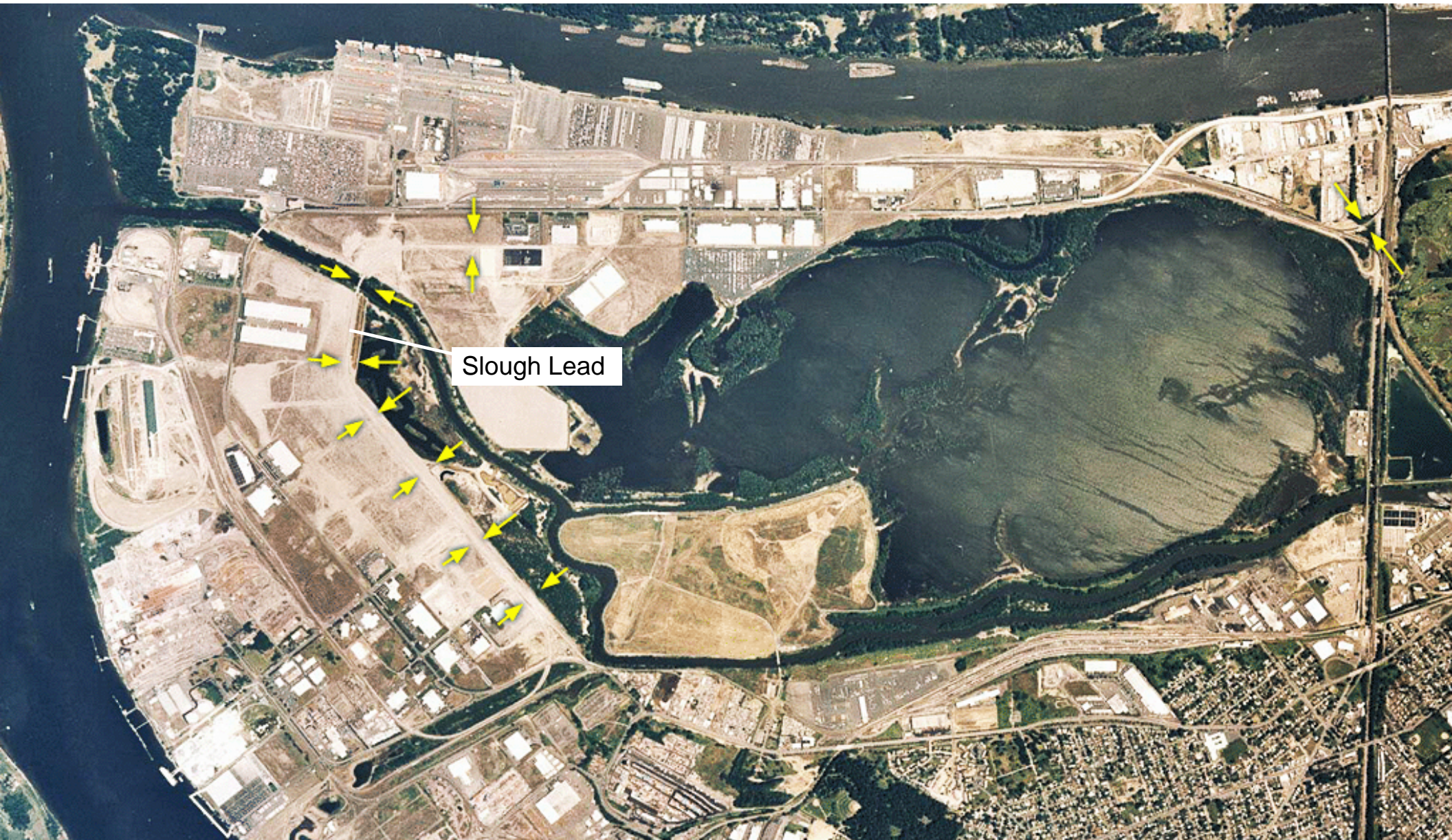


Slough Bridge Agreement (1995)

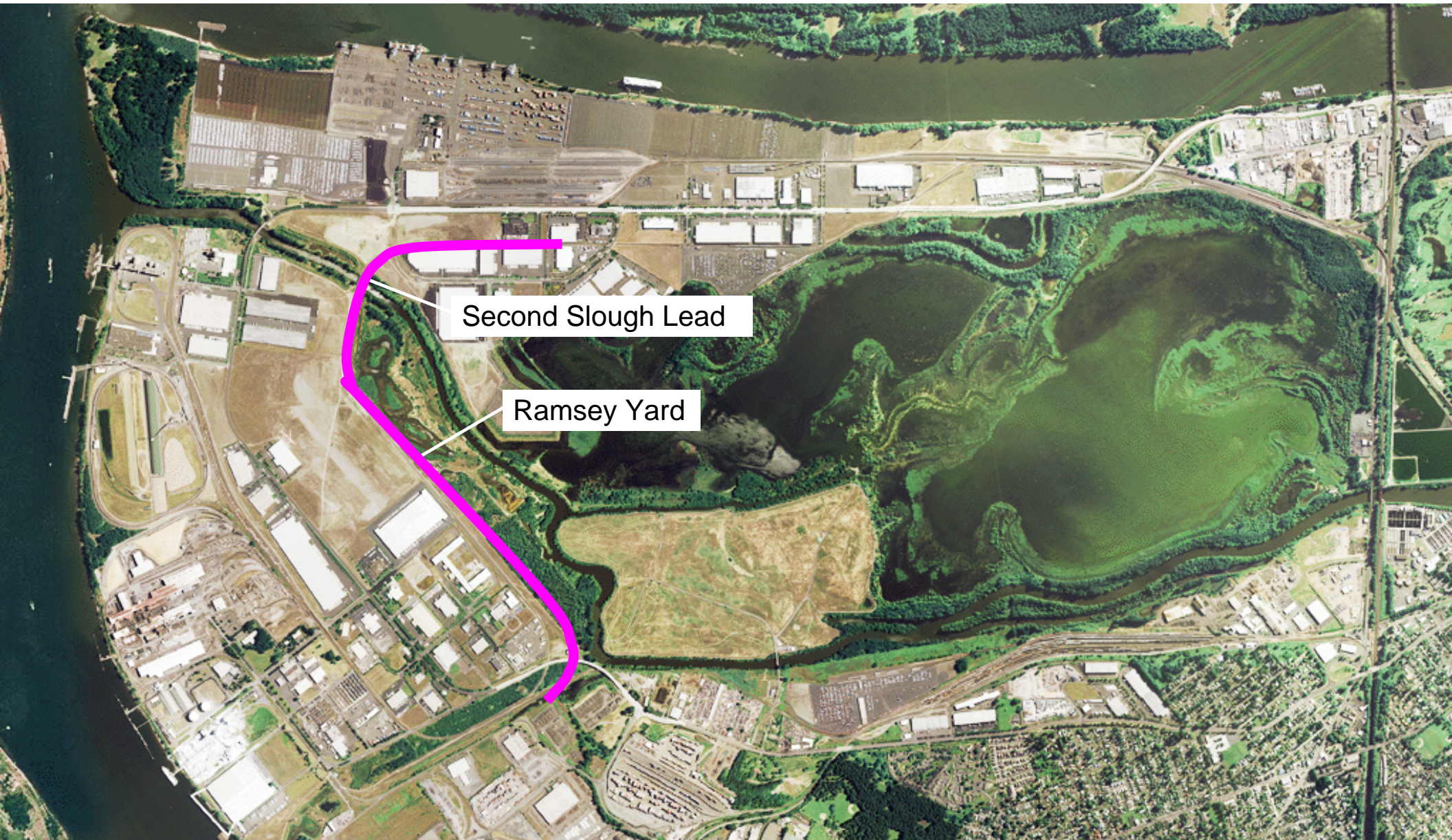
- Port as project manager
- Class 1 operates and maintains
- Class 1(s) pay over time
- UP/BNSF access



1997 – Slough Bridge Project Delivered



2006: Ramsey Expansion



Public Funding Strategy

- Pursue Federal earmark
 - Propose new state program
 - Port developed concept, lobbied legislative leaders
 - Port gathered stakeholders state-wide (ORULE)
- ↳ ConnectOregon - \$100 million (non-highway)

Initial Capital – Ramsey Expansion

• Port	\$1.2 million		\$12.6 million
• ConnectOregon Grant	\$4.8 million		
• ConnectOregon Loan	\$2.0 million		
• SAFETEA-LU	\$4.6 million		



Ramsey Expansion Agreement (pending)

(Looks familiar)

- Port as project manager
- Class 1 operates and maintains
- Dual access
- Class 1 payment over time



2009: Ramsey Yard Expansion



South Rivergate Yard

Second Slough Lead

Ramsey Yard

Delivery Lessons - Ramsey

If your project includes:

Varied public funding sources

Lag(s) between application for and receipt of funds

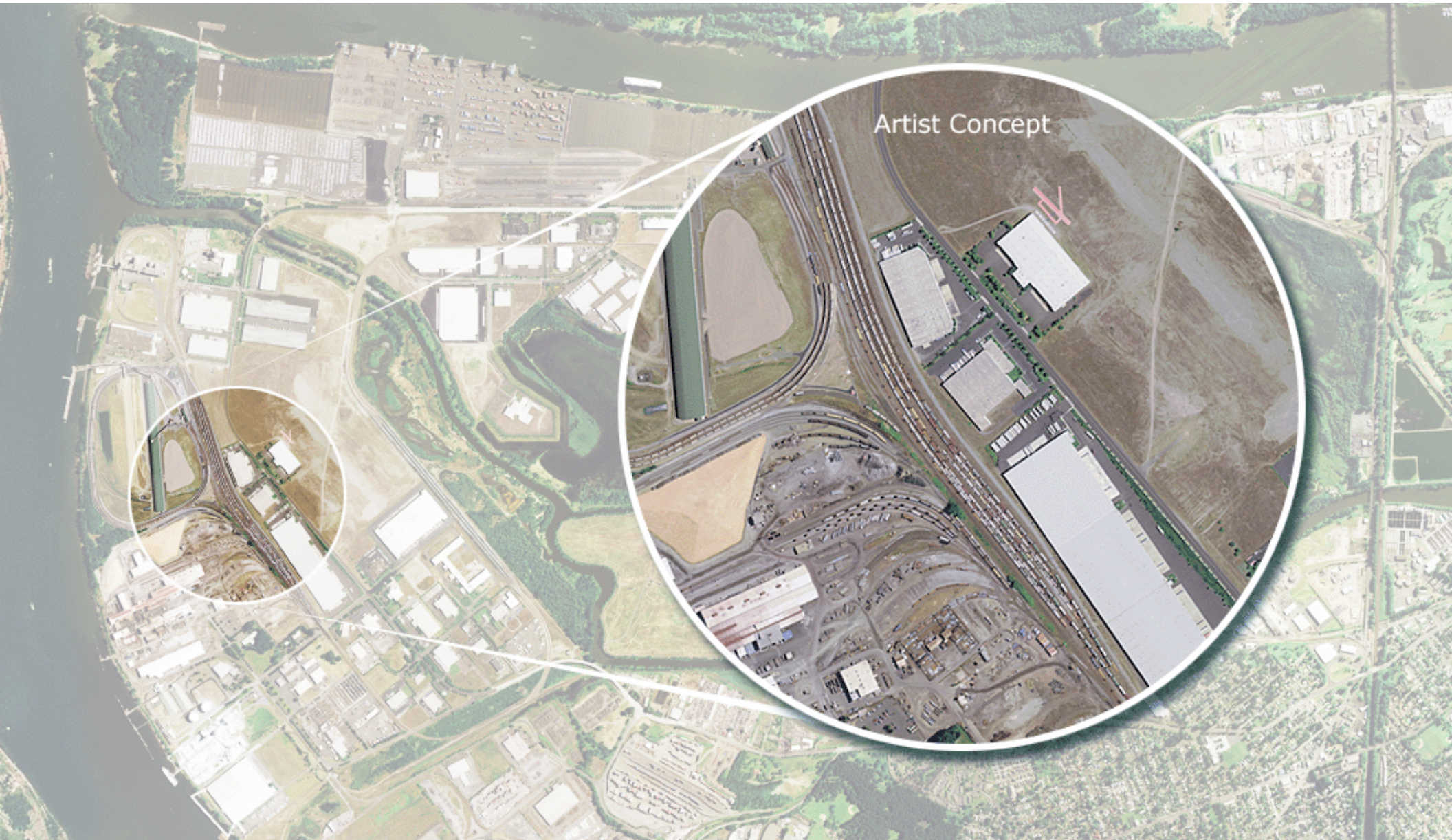
Working with two Class 1 railroads

You may:

- Extend the schedule and (increase the estimate)
- Maximize flexibility in funding agreements
- Communicate – early and often



2006: South Rivergate Yard Expansion



Thank you!

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