Rail Infrastructure Development – Rivergate Progression

Robin McCaffrey, Transportation Development Manager

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AAPA Partnerships in Planning and Development
Locator Map – Port of Portland
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

- Thirteen road and rail improvements
- Port’s Transportation Improvement Plan
- Regional Transportation Plan
- Eligible for ISTEA funds
1995: Slough Bridge Project
Initial Capital – Slough Bridge Project

- Port: $4.6 million
- ISTEA Earmark: $2.1 million
- MTIP (CMAQ): $0.9 million

Total: $7.6 million

• 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

- Ramsey Yard
- Second Slough Lead
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
- ConnectOregon Grant $4.8 million
- ConnectOregon Loan $2.0 million
- SAFETEA-LU $4.6 million

$12.6 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
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!

Robin.McCaffrey@portofportland.com