

# 2025 MAINEDOT INDUSTRIAL RAIL ACCESS PROGRAM (IRAP)

Application for Assistance

Project Solicitation Closing at 12:00 Noon, October 1, 2024

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1. Name of Applicant: FEIN:

2. Address of Applicant:

3. Contact Name: Title:

E-mail: Phone:

4. Total Project Cost:

Proposed Start Date:

Proposed End Date:

5. Sources of Funding:

<i>Source:</i>	<i>Amount:</i>	<i>Percent of Total Project Cost:</i>
IRAP Request	\$	%
1.	\$	%
2.	\$	%
3.	\$	%

6. Please give a brief description of the proposed project.

7. Project location (limits):

8. Railroad Milepost                      From:                      To:

9. Is the Project fully designed?      Yes:                      No:

10. Has the Project received the necessary environmental approvals?      Yes:                      No:

11. Has the applicant received a recent quote or cost estimate from a railroad contractor for the project?

Yes:                      No:

12. Does the applicant own the property within the project limits or have a long-term lease on the property or right-of-way?

Neither:      Own:      Lease:      Lease Term:

If neither, please explain:

13. Are there any right-of-way or property considerations that will need to be resolved for this project to be constructed?

Yes:      No:

If yes, please explain:

14. Is the applicant involved in any litigation, threatened litigation, delinquencies, or liens that may have an impact upon the proposed project?

Yes:      No:

If yes, please explain the scope and the potential impact upon the project.

15. What is the applicant's 10-year maintenance/rehabilitation plan/schedule? If the project involves rehabilitation or repair of existing track/track materials or replacement of worn ties, please explain your reasoning for deferring regular maintenance.

16. How does the proposed project fit into this plan/schedule?

17. Please identify the nature of the applicant's business, the size and scope of the project in relation to the applicant's total operations, and the strategic importance of the project to the applicant's specific operations that benefit from the project.

The applicant certifies that all information associated with this application is true and correct and that the applicant has appropriated or otherwise committed the matching funds.

Additionally, the applicant agrees to enter into an Agreement with the Department within 30 business day after receipt the project agreement from MaineDOT Local Projects Coordinator.

Finally, by signing this agreement, the applicant agrees to complete the project by December 2025, should this application be funded.

Signature:

Title:

Name (Please print):

Date:

## **ATTACHMENT A: PROJECT DESCRIPTION AND COST ESTIMATES**

Please describe in detail the proposed project for which you are requesting state financial assistance. This description should begin with a report on the current physical condition of the rail facilities within the project limits, including operating speed limits. A site plan, design plan, or equipment specifications (for equipment acquisitions) must be attached. A map showing the project location and the location of the major shipper(s), if applicable, affected by the rail project should also be attached. If the applicant is not a rail carrier, provide the name of the carrier that will provide rail service. Please describe how project cost estimates were developed, such as by bid, solicitation, or other means. Provide specific itemized project cost estimates on the following page.

## Project Cost Estimates

**Railroad Infrastructure:** See Trackwork Inspection Criteria from the IRAP Application Instructions for descriptions of the items below.

<u>Item</u>	<u>Description</u>	<u>Quantities</u>	<u>Estimated Unit Cost</u>	<u>Total Item Cost</u>
1	Cross Ties Size _____	_____ each	\$ _____	\$ _____
2	Switch Ties <sup>1</sup>	_____ linear foot	\$ _____	\$ _____
3	Rail Weight _____	_____ linear foot	\$ _____	\$ _____
4	Continuous Welded Rail Weight _____	_____ linear foot	\$ _____	\$ _____
5	Tighten Joint Bar Assemblies	_____ each	\$ _____	\$ _____
6	Raise, Line and Surface	_____ track feet	\$ _____	\$ _____
7	Spot Surface	_____ track feet	\$ _____	\$ _____
8	Bridge Deck Repair <sup>2</sup> (Bridge Timbers) Size _____	_____ each Mileposts _____, _____, _____	\$ _____	\$ _____
9	Road Crossing Rebuilding <sup>3</sup>	_____ linear foot	\$ _____	\$ _____
10	Ditching	_____ linear foot	\$ _____	\$ _____
11	Brush Cutting	_____ acres	\$ _____	\$ _____
12	Vegetation Management	_____ acres	\$ _____	\$ _____
13	Track Construction	_____ track feet	\$ _____	\$ _____
14	Switches	_____ each	\$ _____	\$ _____

**TOTAL RAILROAD INFRASTRUCTURE COST:** \$ \_\_\_\_\_

<sup>1</sup>Indicate number and length of switch ties for each switch on separate sheet(s)

<sup>2</sup>If more than one location, indicate on separate sheet(s).

<sup>3</sup>Indicate location and length of each road crossing on a separate sheet(s).

**Equipment:** List any proposed equipment acquisitions.

<u>Type of Equipment/Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
1.	_____	_____
2.	_____	_____
3.	_____	_____
<b>TOTAL EQUIPMENT COST:</b>		\$ _____
<b>TOTAL RAILROAD INFRASTRUCTURE COST (page 5)</b>		\$ _____
<b>TOTAL OF ADDITIONAL ITEMS (see below):</b>		\$ _____
<b><i>TOTAL IRAP PROJECT COSTS</i></b>		\$ _____

**Additional Items:** List any additional or non-track related items on page 6 using same format as above:

## ATTACHMENT B: RAILROAD SURVEY

(To be completed by the rail carrier providing service over or to the proposed project)

1. Name of railroad: \_\_\_\_\_ FEIN: \_\_\_\_\_
2. Address of railroad: \_\_\_\_\_
3. Contact person and title: Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_

1. Describe how essential the proposed project is for maintaining current rail service quality levels within the project limits during the next two years.

2. For the rail branch line affected by the project, how much of the **current** annual rail traffic utilizes the portion of track or facilities scheduled for improvement by the proposed project? \_\_\_\_\_ carloads. What percent do these carloads represent of total current carloads on the branch line? \_\_\_\_\_ percent.

3. Please describe the relative importance of state financial assistance to the completion of the proposed project by 2025.

4. How many rail carloads do you estimate will be generated in 2025 by the proposed project, assuming it is completed in the preceding year? \_\_\_\_\_ carloads. What percent would this generated traffic represent of **current** annual carloads carried on the branch line serving the proposed project. \_\_\_\_ percent.

## ATTACHMENT C: RAIL FREIGHT SHIPPER/RECEIVER SURVEY

(To be completed by each affected shipper/receiver served by the proposed project)

1. Name of shipper: \_\_\_\_\_ FEIN: \_\_\_\_\_
2. Address of shipper: \_\_\_\_\_
3. Contact person and title: Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_

### Employment Impacts

1. Is the facility to be served by the proposed rail project an existing, recently relocated, or new facility?

Existing \_\_\_\_\_ Relocated \_\_\_\_\_ New \_\_\_\_\_

2. What is the current (estimate if new facility) full-time equivalent employment at the facility to be served by the proposed project?

2022 full-time equivalent employment: \_\_\_\_\_

3. What do you expect full-time equivalent employment and salaries and wages at this facility to be in the year following completion of the rail project?

Estimated 2025 full-time equivalent employment: \_\_\_\_\_

Estimated 2025 total salaries and wages: \_\_\_\_\_

If there is an increase in employment over current levels, please explain:

4. What impacts, if any, would occur at this facility if the proposed project is **not** completed by 2025?

5. Is rail service necessary for preservation of existing full-time equivalent employment levels at the affected facility on the rail line of the proposed project? Please explain your response.



6. Please indicate any other economic development related values of the proposed project.

### **Transportation/Logistics Cost Impacts**

7. Will completion of the proposed rail project result in some **diversion** of your **current** annual freight traffic from other modes to rail transportation?

Yes \_\_\_\_ No \_\_\_\_ N/A \_\_\_\_ (newly located facility)

If yes, please estimate or explain the following:

A. The change in your annual transportation costs due to this traffic diversion. \$ \_\_\_\_\_

B. The impact the traffic diversion may have on other logistics-related operations and costs.

C. Estimated quantities diverted (by mode).

8. At presently **existing facilities**, how many annual rail carloads of **newly generated** freight traffic (i.e., traffic that previously did not exist and would not exist without the rail project) do you estimate will be transported in 2025 due to completion of the proposed rail project? \_\_\_\_\_ carloads. Please explain.

9. If the proposed rail project is to serve a **new facility** (manufacturing plant, distribution center, etc.), please explain the significance of the rail project in terms of transportation and other logistics-related cost impacts.

10. Please identify and explain other significant transportation and logistics cost or service quality impacts that the proposed project may have. Particularly, what is the impact on the operations of your facility if the proposed rail project is **not** completed?

## ATTACHMENT D: BENEFIT-COST ANALYSIS

Develop Benefit-Cost Analysis using the following methodology:

### BENEFIT-COST METHODOLOGY FOR THE LOCAL RAIL FREIGHT ASSISTANCE PROGRAM

Benefit/Costs Analysis (BCA) is one type of economic valuation – an analysis that assesses the relative value of a project in monetized estimates. As the name implies, BCA determines the value of a project by dividing the incremental monetized benefits related to a project by the incremental costs of that project. The result is called the Benefit/Cost Ratio and is often the primary output of the analysis process. This output may either be expressed as a ratio (2:1) or a resultant value (2).

The methodology is on the Office of Freight Transportation website in the IRAP section. **All applicants shall use a 10-year period and discount rate of 6 percent.** The Benefit-Cost Analysis must be completed and submitted with the IRAP application as Exhibit D. Applicants are encouraged to utilize the Federal Rail Administrations Benefit-Cost Analysis Guidance for Rail Projects <https://railroads.dot.gov/rail-network-development/planning/benefit-cost-analysis-guidance>