

2006 ConnectOregon Projects

The following projects were submitted by agencies and organizations in Lincoln County for 2006 ConnectOregon Program funding. The following descriptions are partial excerpts from the program application forms.

CTSI/Toledo-Mill Site Siding Restoration

Restore two switches that were removed; upgrade siding rail to 113 lb rail, 250' appx.

COST SUMMARY

a) <i>ConnectOregon</i> Grant Amount	\$231840
b) <i>ConnectOregon</i> Loan Amount	\$
c) Subtotal <i>ConnectOregon</i> Funds	\$231840
d) Match Amount	\$57960
e) Other Fund Amount	\$
f) Project Total (c + d + e)	\$289800

The siding rehabilitation would allow shipping by rail of up to 6 million board feet of timber from the Tribe's Toledo Mill site to in-land markets. Based on Portland & Western's numbers, this would mean that 6 to 12 trucks could be removed from Highway 20 on a bi-weekly basis. This activity would both support the Toledo-Sweet Home rail line as a viable alternative to trucking, and would reduce heavy vehicle wear and tear on the highway system, and benefit the capacity of Highway 20 reducing the cost of maintaining the transportation infrastructure to Oregon businesses.

This project would take advantage of rail service to perform heavy shipping and will intertie with the trucking system. The site fronts on Yaquina Bay and there is some limited potential for modal interties to other Port of Toledo industrial activities, i.e. for expansion of the marachino cherry processing business (discussion with Bud Shoemake, Port of Toledo).

This project supports economic investment and activities at the 72 acre Tribally owned industrial site. It would support the viability of the Toledo-Sweet Home rail line, and preserve the railroad as an important heavy shipping option for the mid-coast/mid-Willamette Valley east-west corridor.

Additional improvements to the mill site decking to enhance access or loading will be part of the Tribe's (Siletz Tribal Business Corporation) cost of business development. The Tribe will provide contracting services via the Planning Department.

The Tribe's "Toledo Mill Site" is a 72 acre industrially zoned parcel half in City of Toledo, and half in Lincoln County. It is already the site of several small manufacturing operations. The operation most likely to benefit from renewed rail access to the site is the timber operation, restarting this month and expected to process approximately 3 million board feet of timber annually from private timber lands. This operation has existing capacity, and is expected, to double production by 2009. Currently there are approximately 23 full time employees in the various businesses on site. The mill dryer operations will employ 4 immediately, with 6 to 7 mill employees expected by 2007. If this operation is successful, up to 20 employees would be hired for the mill operations at an average salary of \$15-\$16 per hour plus benefits. Other lumber processing businesses are in development, in addition, on the site that will provide family wage jobs.

Spring 2006: Financial coordination and commitment; Tribe/ODOT/Portland & Western

Summer 2006: Contracting for Design Engineering services

Fall 2006: Contracting for Switch Installation & Siding Rehabilitation

Winter 2007: Installation of switch and rehabilitation of siding

City of Newport-Airport Hanger

Construct 18 Business T-Hangars at the Newport Municipal Airport to attract business owners to locate in Coastal Oregon

COST SUMMARY*

a) <i>ConnectOregon</i> Grant Amount	\$520,000.00
b) <i>ConnectOregon</i> Loan Amount	\$0.00
c) Subtotal <i>ConnectOregon</i> Funds	\$520,000.00
d) Match Amount	\$130,000.00
e) Other Fund Amount	
f) Project Total	\$650,000.00

Newport Airport management has been in discussions with several aircraft owners who would like to relocate their business aircraft to the Newport Municipal Airport. The hangar space at Newport has been at capacity for several years. Because there are no new business hangar locations at the airport, economic development has gone elsewhere, and the airport is unlikely to move forward economically as fast as it should without the availability of aircraft hangar facilities.

Newport Airport officials are planning for new business hangar development on the airfield. The goal is to have the airport positioned to take advantage of hangar inquiries when they come. Business aircraft owners want to have their own aircraft hangar to avoid "hangar rash" - incidental damages when aircraft is moved - suffered in community hangars. Such damage and resulting repair can be costly and result in the aircraft being devalued because of damage history in the aircraft log books. Also, companies considering economic development decisions in the region would find Newport "lacking in essential services" without adequate aircraft hangar space.

This project consists of the design and construction of a complete new business aviation hangar complex comprised of 18 hangar units; and the associated infrastructure. These improvements will provide additional aircraft storage, revenue for the airport, and improved services at Newport Municipal Airport.

Saving Employee Time - "Efficient employee scheduling" and "employee time saved" are key advantages of business aircraft use. Because business aircraft have the ability to fly nonstop between 3,500 small, close-in airports, highly efficient employee time management becomes a very real benefit. Additionally, the value of employee time often exceeds its cost to the company by substantial margins, further increasing the importance of employee time savings. Simply stated, business aviation helps a company obtain maximum productivity from its two most important assets – people and time.

Increasing Productivity Enroute

Employee productivity sustained enroute to a business destination – in a secure office environment, free from interruptions, distractions or eavesdropping – can have substantial value to an employer. Group productivity, maximized due to the common availability of club seating and tables, often is unique to business aircraft. Strategizing before meetings and debriefing afterwards are common practices often facilitated and encouraged by business aircraft cabin configurations.

Minimizing Non-Business Hours Away From Home

"Family time" before and after traditional business hours is critical to most employees. Because a stable, supportive family can have an acute effect on employee morale and productivity, scheduling which minimizes time away from home can be a key benefit. (continued on page 8)

The proposed facility is located on the southwest side of the Newport Municipal Airport, with direct access to Highway 101.

This project will make the Newport Airport a more desirable location and link in the state transportation system. It will bring other businesses and service providers that have business connections with prospective employers to Newport.

As a part of this application, the Newport Municipal Airport commits to the minimum grant-match requirement.

The development has the potential to supply over 15 temporary construction and skilled journeyman jobs and several indirect permanent full-time local jobs.

City of Newport-Aiport Passenger Service Terminal

COST SUMMARY*

a) <i>ConnectOregon</i> Grant Amount	\$3,369,600.00
b) <i>ConnectOregon</i> Loan Amount	
c) Subtotal <i>ConnectOregon</i> Funds	\$3,369,600.00
d) Match Amount	\$842,400.00
e) Other Fund Amount	\$0.00
f) Project Total	\$4,212,000.00

Project Purpose: To encourage business activity that is dependent upon the seamless connectivity of scheduled airline service between two or more modes of transportation; to reduce the transportation costs in time, dollars and safety for businesses and industries conducting commerce in the state of Oregon; and to move forward with the promotion of aviation as a critical link in the statewide transportation system.

This application submittal is a proposal to participate in the Connect Oregon multimodal development program by requesting a grant to make scheduled airline service available via four daily round trip flights between the Portland International Airport and the communities of Astoria and Newport under a business agreement with Cape Air Inc., operating as a Part-135 Certified Airline under FAA Regulations. Currently Cape Air operates a fleet of 49 Cessna 402s and 3 ATR 42s in Massachusetts, Florida, the Virgin Islands, and Micronesia.

This Air Service Development application meets the requirements identified in Senate Bill 71 / Connect Oregon to further develop the growth of the multi-modal transport corridors in Oregon communities for three modes of transportation: air, road and marine access. The Port of Astoria and the Port of Newport are both deep draft ports that can accommodate vessels ranging from 3 to 10 million tons. The Port of Astoria's Pier 1 serves as a cruise ship terminal accommodating vessels up to 1,100 ft in length; 40 ft in Depth and a 16 ft Pier Height. Exhibit B Shows the historical and planned sailing schedule for Cruise Ships at the Port of Astoria. Incorporated in both harbors are small craft marinas that provide the main access to transportation for both the maritime and tourism industries.

This project is focused on improving the modal connections between airports, the state highway system, and the marine port modes of transportation in order to improve the flow of commerce and remove delays between Astoria, Newport and Portland. Scheduled Air Service will provide seamless connectivity to local businesses as well as the cruise ship industry sailing from the Port of Astoria, and the maritime industries in Newport. (Continued on page 8)

The Astoria and Newport Airports provide a vital link to the air transportation system for the northwestern coastal region of the state of Oregon. Historical records show that in 1944, United Airlines began providing scheduled airline service to the City of Astoria flying the DC-3 aircraft configured with 25-30 passenger seats. Through the years United Airlines was replaced by West Coast Airlines, and in 1962 West Coast Airlines changed their fleet from the DC-3 aircraft to the F-27 aircraft configured with 40 passenger seats. With this increase in passenger seats, West Coast Airlines eventually reduced the frequency of daily flights into Astoria which caused the passenger boardings to decrease to a level that required West Coast Airlines to completely suspend serving Astoria in 1974.

After a 14-year absence, in 1992 Empire Airlines began providing scheduled airline service to Astoria. In 1994, Horizon Air replaced Empire Airlines providing service to Astoria with the 19-seat Metroliner aircraft. During the 1994 -1995 time period Horizon had an average of 705 monthly passenger enplanements, 1,000 pounds of freight and 60 pounds of mail. In late 1995 Horizon Air announced that service to Astoria was being suspended due to its decision to retire all of their 19 seat aircraft in favor of the Dash-8 aircraft with 37 seats and the F-28 jet aircraft with 70 seats.

From 1999 to 2000 Newport had scheduled commercial airline service provided by Harbor Air. The service was operated five times each weekday and involved a triangle service with Corvallis, Oregon and Portland International Airport. Passenger boardings at Newport averaged 333 per month. Due to system-wide problems with the carrier, Harbor Air ceased operating as an airline business in late 2000.

This scenario has been the trend throughout the years in the aviation industry, and it is not unique to Astoria and Newport. The most recent change in the airline industry has taken place at the commuter or regional airline level with the shift in equipment from the 19 and 30 seat turbo-prop aircraft to the 50 and 70 seat regional jets. In order for the regional airlines to be profitable with the regional jets, they have to operate on routes with city pairs that are greater than 250 air miles from one another.

The Astoria Regional Airport is only 73 air miles from the Portland International Airport and The Newport Municipal Airport is only 100 air miles from the Portland International Airport. In essence, the majority of regional airlines have purchased a fleet mix of aircraft that are not efficient to operate in markets with stage lengths of these distances.

Hyannis Air Service Inc. d/b/a "Cape Air" is an airline that specializes in markets like the Astoria/Newport and Portland routes and is interested in expanding their services in the Pacific Northwest. Airlines such as Cape Air are a throwback to an earlier era. One of the last independent airlines, Cape Air thrives in this type of leisure/business coastal market. At a time when many have foreseen the death of the 15-19-seat turboprop, Cape Air bucks convention by operating 9 passenger seat Cessna 402s. Cape Air could easily be considered a small town, puddle jumper type commuter airline. And it would be if it didn't have one of the largest fleets among U.S. regional airlines, if it didn't fly over half a million passengers a year on up to 800 flights a day, and if it didn't have operations in New England, Florida, Micronesia and the Caribbean.

Per SB 71, this Connect Oregon grant application is a project that benefits and connects two or more modes of transportation. It better integrates the components of the northwest Oregon multi-modal system, it improves the flow of commerce and it removes delays. This project assists in developing a multimodal transportation system that supports the state and local governmental efforts to attract new businesses to Oregon and encourages the expansion of existing businesses. This project meets the Oregon Transportation Commissions focus on improving the connections between the highway system and the other modes of transportation. Over a two year time period , 44 new jobs will be created , the State of Oregon will realize a 566.51% direct rate of return on investment for this \$3,369,600 grant: \$3,342,000 in new wages, \$15,026,760 in reduced transportation costs and \$4,000,000 in new FAA Primary Entitlement funding received for the Astoria and Newport Airports

Port of Newport-Terminal Access

This project would improve access to and from the intermodal terminal by replacing an all wooden structure with steel piling and concrete decking. Replacement of the existing structure would contribute to the safe and efficient movement of equipment, commercial gear and cargo at the only international terminal on the central Oregon Coast.

COST SUMMARY*

a) <i>Connect</i> Oregon Grant Amount	\$2,775,200.00
b) <i>Connect</i> Oregon Loan Amount	
c) Subtotal <i>Connect</i> Oregon Funds	\$2,775,200.00
d) Match Amount	\$693,800.00
e) Other Fund Amount	
f) Project Total	\$3,469,000.00

Description: This project would improve access to and from the international terminal by replacing a 40 X 120 foot wooden structure with steel piling and concrete decking. Located between the terminal office and warehouse, the structure proposed for reconstruction is the only remaining access to the ro/ro (roll on/roll off) dock, hoist, and barge loading facility. Replacement of the existing structure would contribute to the safe and efficient movement of equipment commercial gear and cargo at the only international terminal on the central Oregon Coast. Engineering has been completed for the replacement structure.

Purpose and Need: The purpose of the proposed project is to improve ingress/egress at Newport International Terminal. The project is needed because the existing wooden access structure is operating under load limits due to the age of the infrastructure, deterioration, and insufficient original design capacity for today's load demands. The wooden structure is the only way to move loaded trucks, cranes, and other service equipment efficiently to load and discharge vessels. Replacement of the structure would improve the terminal's desirability for future intermodal transportation activities at the Port of Newport.

Transportation cost reduction associated with the proposed project would depend on whether continuing deterioration of the wooden structure would lead to closure of the facility and/or relocation of its current users. In addition to the largest vessels in Newport's local commercial fishing fleet that fish Oregon's coastal waters, another 19 vessels participate in distant water fisheries (i.e., Alaska and Hawaii) that call the Port's terminal home base during their off seasons. If the terminal is not accessible to the distant water fleet, these fishermen would need to travel on Highway 101 to other ports to access their vessels, or they would have to move their families and their base of operations to another area, quite possibly out of state. The availability of updated facilities would make the international terminal more attractive to potential users and could lower their transportation costs relative to other locations. The amount of reduced transport costs would depend on the type and quantity of commodities being shipped and the rates negotiated between the shipper and the transportation provider.

The proposed project would facilitate connections between marine and truck transportation and would provide safe landside access to waterfront facilities for either inbound or outbound waterborne cargo, commercial gear exchange, dockside services, and fueling. Improved facilities at the international terminal also could provide potential new opportunities to connect to the existing line of the Willamette and Pacific Railroad in Toledo.

Located on the central Oregon coast, Newport is one of two coastal deep draft ports in Oregon. The proposed project would improve the link between marine and truck transportation at the international terminal and is critical to maintaining the long-term viability of the terminal. The project would support regional connections between water, roads, and rail in the Cascades West (Linn, Benton and Lincoln Counties) Region, including connections between the I-5 Corridor and US 101. The proposed project in combination with improvements underway on Highway 20--an Oregon Highway Plan designated route on the State Highway Freight System--would strengthen the Port of Newport's ability to promote its terminal facilities to regional and national markets in the future.

Construction Jobs: Based on the methodology presented in a recent ODOT report, "Short-Run Job Impacts from Transportation Construction Expenditures in Oregon," the Port of Newport estimates that on an annual basis the proposed project would result in 43 direct construction jobs and 32 indirect and induced jobs related to construction expenditures. BOLI Region 4 prevailing wages: AW \$58,000. Positions are all expected to be Oregon residents. Duration: 5 months

Retained Jobs:

Newport's Distant Water Fleet: 90-114 FTE, 19 vessels, 5-6 FTE captain(s)/crew each vessel, AW \$80,000
Other commercial vessels: 11-30 FTE
LWU Local 53 (Retained) 10 FTE, AW \$50,000
Dockside Marine Services 10 FTE, AW \$30,000

Average Annual Wage Lincoln County 2004: \$26,015.

Planning and design is complete.

A U.S. Army Corps of Engineers / Department of State Lands application for a construction permit will be submitted simultaneously with this application. The City is required to review this permit for consistency with the local comprehensive plan and zoning ordinance before it is submitted for regulatory review. As this is reconstruction of an existing facility, the Port does not anticipate delays in the permitting process.

The Oregon Department of Fish and Wildlife restricts in-water construction in Yaquina Bay to November 1 through February 15. Construction will occur during the 2007/08 in-water work window. Once old piling are removed and new piling is installed, much of the remaining over-water construction may occur after the February 15 window as no disturbance will occur to the estuary.

There are no other permits required.

#1 Priority Project: The Port of Newport has held redevelopment of its deep draft terminal as its #1 Priority for the past decade, working deliberately toward that end. Market feasibility planning and preliminary engineering was completed in 1997. Geotechnical studies and engineering for this project were completed in December 2004.

Economics: In 2004, Newport ranked 11th in the nation for fisheries landings by pounds (111.2 million pounds) and 21st in income contribution (\$29.6 million). Newport's distant water fleet and other local commercial fishing vessels are currently the primary users of the terminal facility. The latest economic survey done on the distant water fleet alone showed an annual return of \$32 million to Oregon, and the vessels that return to Newport show a direct contribution of \$14 million to the local economy. Use by these vessels has increased 60% over the past ten-year period, averaging 100 vessels per month, for staging and storage of gear, gear transfer, dockside services, moorage, fueling and provisioning. This is also the only area at the terminal that can be used for ocean going barge traffic for the movement of inbound or outbound cargo. Without this critical improvement, water-dependent access at the terminal is at risk of no longer being functional in any capacity.

Transportation Policy: The proposed project would support and help implement the 1992 Oregon Transportation Plan and the Draft 2006 Oregon Transportation Plan update currently underway. For example, the project supports Action 3C.3 of the 1992 plan, which calls for optimizing the strengths and potential of Oregon's ports. Further, the project would help achieve the 1992 plan's minimum level of service standards calling for sufficient port 1) capacity to provide safe access to open seas for commercial fishing and recreational boats, and 2) facilities to support international and interstate shipping. Similarly, the project would support several provisions of the 2006 Oregon Transportation Plan update, including Strategy 3.1.9, which calls for maintaining and enhancing goods movement by water, and the plan update's key initiative addressing the need to maintain and improve access to marine facilities.

Lincoln County's Transportation System Plan, Section 1.0145 (24), encourages improvement and maintenance of marine facilities, such as docks, jetties and channels. The County's TSP is currently being updated.

Newport Transportation System Plan, a part of the Newport Comprehensive Plan, Table 9, recommends the revitalization of the Newport International Terminal as priority one port improvement project.

City of Newport/Greater Newport Chamber of Commerce February 2005 Newport, Oregon Vision 2020 and Strategic Action Plan, Transportation Goal, Strategy 1, Improve intermodal transportation service, Action 1.1., calls for collaboration between the City, Port, State, and Oregon Ports Group to work toward a Connect Oregon project to gain better access to waterfront, airport and port terminal.

Port of Toledo-Intermodal/Industrial Center

Description. The proposed project would enhance and expand an intermodal transshipping facility to move goods by water, rail and roadway. The facility would be located on an approximately 20-acre site in Toledo on the Yaquina River seven miles from the Oregon Coast at Newport. The property has an existing barge dock for loading and unloading of goods. The US Army Corps of Engineers is not currently dredging the Yaquina River to Toledo; thus shallow draft barges requiring no more than 12 feet of draft would be used to transfer commodities to and from the barge dock. A rail spur from the Portland and Western Railroad would be extended allowing the transfer from barge to rail. Existing local roads and highways, including U.S. 101 and U.S. 20--a statewide freight route designated by the Oregon Highway Plan, would carry freight moving by truck to and from the intermodal facility. The availability of marine, rail, and roadway transportation could contribute to the facility being used for short sea shipping along the Pacific Coast. A portion of the property for the proposed project is currently operating as a shipyard employing 20 year-round family wage earners. Shipyard work, as well as adding loading/unloading, shipping and other marine related industry, would continue at the proposed facility. The remaining portion of this property is undeveloped vacant land where the rail line and access road are located. The project would include the construction of a 600-foot rail spur extension, access road expansion, a paved staging area for the loading/unloading of cargo, and a 9,800 square foot warehouse. Purchase of the property will require \$3 million with construction and grading/paving, storm water drainage, and sanitary sewer improvement costs estimated by engineers to be approximately \$2.482 million.

Purpose and Need: The purpose of the proposed project is to provide an intermodal option for shippers receiving materials or sending products between the central Oregon Coast at Toledo and destinations in the Willamette Valley and beyond. The project is needed to provide additional transportation options for local and regional shippers. Potential users of the facility could include Georgia-Pacific, lumber companies, boat manufacturers, a fruit processor, and other businesses in the region. See Part E of this application and attached letters for additional information about some of the potential users of the facility.

COST SUMMARY*

a) <i>ConnectOregon</i> Grant Amount	\$4,385,600.00
b) <i>ConnectOregon</i> Loan Amount	
c) Subtotal <i>ConnectOregon</i> Funds	\$4,385,600.00
d) Match Amount	\$1,096,400.00
e) Other Fund Amount	
f) Project Total	\$5,482,000.00

The proposed intermodal facility would connect three modes of transportation: barges, trains, and trucks. Shallow-draft barge service would be available on the Yaquina River between Toledo and Newport and possibly via short sea shipping to other origins and destinations along the Pacific Coast. The Yaquina River has 12 feet of draft that allows barge traffic accommodating goods and products. The intermodal facility would be capable of loading/unloading from barge to a staging area for direct transfer to rail or truck. The Portland and Western Railroad would provide service to the facility via a 600-foot rail spur to be constructed; Toledo is the railroad's western terminus. The 2004 Toledo-Sweet Home Rail Corridor Study recommends that because the port property has direct access to the river and to the railroad, the port's major investments should be related to providing regular river barge service. Local city and county roads would provide access to U.S. 20, a highway on the State Highway Freight System designated in the Oregon Highway Plan, and to U.S. 101 at Newport. The project would improve and expand existing transportation facilities as well as develop new transfer capabilities at the proposed site for the intermodal facility.

The Portland and Western Railroad is one of three railroads providing a critical link between the Oregon Coast and inland locations. Shippers using the rail spur at the proposed intermodal facility would help maintain the economic viability of rail service between the central Oregon Coast and the mid-Willamette Valley. Presence of the proposed facility may enhance the viability of barge service to and from Toledo, including the potential for short sea shipping. Local and regional shippers, including the Georgia-Pacific paper mill, receive materials and send products to many locations in Oregon and elsewhere; the proposed facility would increase their options for shipping, potentially contribute to lower transportation costs, and help maintain their profitability and contribution to Oregon's economy. U.S. 101 and U.S. 20, a highway on the State Highway Freight System as designated in the Oregon Highway Plan, provide critical links between the proposed facility and locations in the Willamette Valley and Oregon Coast. The Toledo-Sweet Home Rail Corridor Study notes that an intermodal facility would open Lincoln County to a wider variety of markets domestically and internationally.

Engineering estimates indicate that construction of intermodal improvements, grading and paving, and installation of drainage and utilities would cost approximately \$2.482 million. Based on the methodology presented in a recent ODOT report, "Short-Run Job Impacts from Transportation Construction Expenditures in Oregon," the Port of Toledo estimates that on an annual basis the proposed project would result in 29 direct construction jobs and 22 indirect and induced jobs related to construction expenditures. Additionally, the proposed project would help retain and expand jobs at existing businesses. For example, two local boat manufacturing companies, presently employing more than 30 workers, may be interested in expanding in the vicinity of the proposed facility and the existing 20 family wage jobs would be retained. The proposed facility's transportation options could contribute to more usage of rail service, thereby helping keep the rail line economically viable. This in turn could help keep the county's largest private sector employer, Georgia-Pacific, operating in Toledo. Retaining and expanding jobs in Toledo could help keep Lincoln County's unemployment rate from increasing. Data from the Oregon Employment Department show that in December 2005, Lincoln County's unemployment rate was 6.9 percent, 1.4 percentage points higher than the statewide average and higher than in adjacent counties.

The proposed project would help implement the Port of Toledo's Intermodal and Industrial Center Business Plan, which calls for developing a marine, industrial, and multi-modal facility that serves the transportation needs of the port district and region. Establishment of such a facility could generate enough tonnage to qualify the Port of Toledo for dredging by the U.S. Army Corps of Engineers. The project also would support recommendations in the 2004 Toledo-Sweet Home Rail Corridor Study, which addressed development of an intermodal facility in Toledo.

The proposed project would support and help implement the 1992 Oregon Transportation Plan, the 2001 Oregon Rail Plan, and the draft 2006 Oregon Transportation Plan update currently underway. For example, the project supports Action 3C.3 of the 1992 plan, which calls for optimizing the strengths and potential of Oregon's ports, and Policy 3D, which calls for the development of intermodal hubs to enhance competitiveness, improve rural access, and promote efficient transportation. The project would help implement the Oregon Rail Plan, which in Policy 1 calls for the promotion of intermodal centers where freight may be interchanged between rail and other modes. Further, the project would support several provisions of the draft 2006 Oregon Transportation Plan update, including Strategy 1.3.3, which calls for encouraging development of efficient intermodal freight facilities; Strategy 3.1.4, which calls for addressing transportation issues by working with shippers, transportation providers, and other groups to improve traffic flows and interaction between modes; and Strategy 3.1.7, which calls for retaining local rail service to the maximum extent possible. The project also would support the draft 2006 plan's key initiative to preserve existing rail infrastructure and to maintain and improve rail access to marine facilities.