

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The New Consolidated Rental Car Wash Facility (CONRAC) will replace the existing rental car facility at the Airport. The CONRAC will better address rental car and Airport operational needs as well as environmental considerations.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The CONRAC would be constructed on the south side of the Airport on property currently owned by the Airport. Specifically, the CONRAC would be located east of the new air cargo facility and southeast of the intersection of the roads Air Cargo Way and Old Airport Road.

The CONRAC would include the following: staff parking lot; 2 long term parking lots with 278 spaces and a truck load/unload zone; 2 post wash parking lots with a total of 84 spaces; trash enclosure; hand wash area; two automated wash bays; fuel and vacuum station; fuel tanks; maintenance and administration bay; and gates to entrances on the north and southwest sides of the facility.

The CONRAC would be an asset to the transportation industry of Eugene as it would better serve to meet the transportation needs for business and tourism in the Eugene region. The CONRAC would be used by several rental car companies currently operating at the Airport. The companies operating at the Airport are: Enterprise/Alamo/National, Avis/Budget, and Hertz. The new facility would promote growth of the companies as they would have the parking lot space and efficient wash bays for new cars. The CONRAC would aid in attracting air service and passenger traffic to the Eugene area by enhancing the customer experience and improving accessibility to the transportation network.

The CONRAC is supported by the 2000 Airport Master Plan, and the 2009 update to the Airport Master Plan, which designates the new facility as part of the future growth of the Airport. Additionally, the Regional Transportation Plan (Metro Plan) has adopted the 2000 Airport Master Plan, thus approving the CONRAC. The Metro Plan is the guide to the investments in the region's transportation system and is used to reduce congestion, improve transit service, access to transit, and maintain freight access. The Metro Plan's inclusion of the CONRAC supports the role that it will aid in the improvement of transportation in the region.

Please see:
Appendix A - Project Map and Layout

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Create a rail terminal pumping station for delivery of Ethanol from the midwestern U.S. supply to the Eugene tank farm to supply the entire southern part of Oregon. This would eliminate the current unsafe practice of 4000 tanker trucks per year to shuttle the fuel the final mile from rail to fuel tank farm and provide an efficient backup method of fuel delivery to the Eugene tank farm terminal.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The over all purpose of this project is to increase efficiency increase safety and reduce truck traffic and the resulting pollution from these activities.

The State of Oregon and the Federal Government mandate the use of 10% of Ethanol "E-10" to be mixed into gasoline sold in the State of Oregon. All of the gasoline in the Southern part of the state, from Eugene to Medford and points east and west, come from the petroleum tank farm in Eugene which is the end of the pipeline that comes down from Portland. All of the gasoline is then trucked to all of the cities in the southern part of the state. Currently all of the Ethanol that is mandated by the government to be mixed into this gasoline is hauled by rail from the Midwestern U.S. to Eugene (1200 plus tank cars per year) where it is trans-loaded into over 4000 tanker truck loads and pumped into the Eugene tank farm terminal to be mixed with the gasoline to be shipped all over the state.

At this time the 3 or 4 rail spurs that are being used in the Eugene area for this trans-loading offer no security and no secondary containment in case of a spill. All of this material is being trans-shipped in the middle of the night because of safety concerns and because the tank farm in Eugene is already operating at 120% of designed capacity and could not possibly receive this volume of material during the day.

Our project would enable Ethanol or any other distillate that cannot be pumped in the pipeline down from Portland to come directly on rail to the tank farm where it could be safely pumped directly into the tank farm tanks. This new state-of-the-art pumping station would be secure and would offer secondary containment in case of a spill. It would remove 4000 tanker truck trips from our streets thereby eliminating all of the pollution and the emission of all of the VOCs and fumes caused by trans-loading these distillates twice as is the current procedure.

Not only will this project greatly increase the efficiency of the handling of this volatile and important commodity, it will greatly reduce the very real dangers of trans-shipping 4000 tanker trucks of fuel on our local streets.

Other benefits include a \$1,000,000 per year reduction in the cost of Ethanol to the consumer due to a reduction in the cost of shipping and handling. Also, in the event of an interruption in the flow of distillates down the pipeline from Portland due to a disaster natural or otherwise, it would offer a much faster, more reliable and safer method of railing in large quantities of fuel in an emergency. Another very likely benefit is the Federal Government is considering increasing the Ethanol mandate from 10% to 15%. This increase would only make a very tenuous supply chain even more fragile. This project is definitely in the best interest of the public.

The current supply system is not sustainable and is only being used because of the governmental mandate and because there is no alternative at this time. The current procedure is not being done in accordance with local, State or railroad best management practices and is probably not even legal.

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The Gateway Park & Ride project will provide connections to industrial and employment areas, link workers to jobs, provide for efficient and reliable means of transportation for commuters around the region, and generally improve the quality and safety of Gateway Street and International Way.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

This project will construct a transit Park & Ride lot and construct two curbside transit stations. The Park & Ride facility will be served by the Gateway EmX, a bus rapid transit line that is currently under construction. Bus rapid transit is a transit mode that uses rubber-tired vehicles to emulate the operating characteristics and image of light rail. With EmX, LTD has been a pioneer in the development of bus rapid transit in this country. Park & Ride lots are a key element of bus rapid transit, as they provide convenient access for those who would otherwise have difficulty accessing the system.

The Gateway EmX is an extension of the extremely successful Franklin EmX that has been in operation since January 2007. The Franklin EmX, which travels between downtown Eugene and downtown Springfield, exceeded 20-year ridership projections in its first year. The Gateway EmX extends EmX service from downtown Springfield to the Gateway/RiverBend area to the north.

This Park & Ride lot is very well located with convenient freeway access and would serve those traveling from north of the metro area as well as from northwest Eugene. EmX connects the Park & Ride lot with the new PeaceHealth hospital at RiverBend, the University of Oregon, and downtown Eugene.

The Gateway Park & Ride would also serve as a meeting place for carpools and vanpools. LTD currently has four van pools that originate in the Eugene-Springfield area and travel daily to Corvallis and Salem, and the use of vanpools will certainly increase over time. The Gateway Park & Ride will provide a convenient meeting place for those vanpools.

The Park & Ride lot would be on the western portion of the property with the eastern part of the site (not to be purchased within this grant), which fronts on Gateway Street, to be used for future transit-oriented development. Two curbside EmX stations will be constructed at the intersection of Gateway Street and International Way to serve the Park & Ride lot.

The property to be purchased is vacant land that is currently owned by the State of Oregon. It surrounds a State Police and crime lab facility. The property has been declared as surplus by the State and was made available to other public agencies prior to sale on the open market.

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

Development and construction of 11.08 acre multimodal reloading and railcar dismantling facility to service and benefit businesses in Oregon, giving them the ability to reach markets via railroad transportation in terms of both shipping and receiving while giving our current scrap facility the ability to transport scrap metal by rail.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

This project will consist of the purchase of 11.08 acres of private property that will be developed into a multimodal reloading and railcar dismantling facility that will include the installation of a switch onto an existing UPRR branch line and 1800' of spur track, to include a rail scale. The development of the 11.08 acres will include the installation of approximately 4 acres of concrete hard surfacing in areas of heavy equipment travel, the construction of a 24,000 square foot steel clear span building to warehouse weather sensitive freight materials, and the purchase of a railcar mover. The facility will have the capacity to hold up to thirty railcars at once. This facility will provide multimodal transportation services to Western Oregon, and beyond, affording Oregon businesses the service of transporting and receiving goods to and from points not economically feasible solely by truck. This project will also allow our current scrap metal recycling facility to transport scrap metal to market by rail, as well as transport inbound shipments of scrap metal for purchase by rail. This will include the ability to purchase end of life cycle railcars and locomotives for scrap metal and transport by rail to our facility for dismantling.

PART B: Project Description

1. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

This project will: repair piling and decking on a 22,000sf wood wharf, extend the wharf 5,500sf to allow for business expansion to create at least 10 new long-term jobs, retain 130 existing jobs, improve access to local jobs, maintain a critical link between water and highway transportation routes, and supply an economic benefit to the Florence area, Lane County and the state of Oregon.

2. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches.

SUMMARIZE THE PROJECT'S DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS; FIELD WILL EXPAND AS YOU TYPE)

The transportation asset that will result from this project is a restored and expanded wharf which connects marine and highway transportation systems. The Old Town Wharf, located in the City of Florence in western Lane County, was built in 1966. Please see Attachment B.2.A & B. Location Map and Site Plan. The wharf is the only commercial transfer facility on the Siuslaw River and provides the link between the federally authorized navigation channel of the Siuslaw River and the state highway system. We are requesting funds to complete recommended wharf repairs, and to extend the footprint of the wharf by 5,500sf for business development. The Old Town Wharf is the essential link between river traffic, including commercial fishing and tourism, via City streets, to State highways. These highways connect Florence east to Eugene and the inland Willamette Valley (Hwy 126), and north and south to the coastal cities of Newport and Coos Bay (Hwy 101), respectively. The wharf is located about 0.5 miles from Highway 126 and about 0.2 miles from Highway 101. Rail lines are approximately 1.5 river miles from the wharf. The Oregon International Port of Coos Bay recently purchased the line and plans to have rail service operating again in 2010. Long-term plans call for use of this rail line for a new west coast container service to begin at Coos Bay. The US Coast Guard Siuslaw Station uses the wharf facility for inspections, transportation, and, as the Port is a harbor of refuge, for distressed vessels needing safe harbor. Commercial fishermen use the wharf on a regular basis. The Siuslaw Fisherman's Association raised over \$300,000 in private funds to place a new commercial ice machine on the wharf in 2009; it is slated to begin operations in 2010. When operational, it will be the only ice plant within 50 miles north or south. Commercial fishing businesses will save time and fuel by icing up in Florence, versus traveling to neighboring ports. In addition to commercial fishing activity, the wharf and adjoining transient dock is used by recreational boaters and fishing enthusiasts, including large yachts traveling the Pacific coast. The transient dock and Maple Street landing were replaced in 2009 through a combination of federal, state and Port funds. The old transient dock, the same vintage as the wharf, had been closed to use since 2005 because of deterioration and unsafe conditions. Part of the dock replacement project included the installation of a 2 ton hoist on the wharf, to move seafood and freight, and electrical upgrades to serve the new ice plant as well as to provide for future business growth. Local fishermen envision a custom cannery and smokehouse located adjacent to the ice plant. Two restaurants, Mo's and ICM, are located on the wharf and provide a significant tourism draw for the area, as well as supplying approximately 110 jobs for the local economy. The wharf extension will allow Mo's to complete a long-desired expansion of their Florence restaurant. When the Port completes construction of the additional wharf piles and decking, Mo's will invest \$80,000 of its own funds to pay for a 1,500 sf building expansion. They anticipate this expansion will provide 10-15 new long-term jobs in Florence. In 2008, the Port had Berger/Abam Engineers conduct an above/below water survey of the wharf. Please see Attachment B.2.C. Forty-eight of the wharf support piles are at or below 50% of the pile remaining; 7 piles have 10% or less of pile area remaining. An additional 52 piles are at 75% of pile area remaining. The Port has already completed the immediate repairs Berger/Abam recommended, including replacing the Maple Street landing, Mo's service entrance, and some wharf stringers. This current project is to complete the long-term repairs recommended by Berger/Abam to provide the wharf with an additional 20 years of service. These repairs include replacing damaged bracing, subcaps, pile posts, deck planks and stringers, as well as jacketing 78 wharf support piles.