

Regional Economic Opportunity Fund Projects

Name of Project Troutdale Industrial Access Project

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project narratives should be kept to 12 pages total per project.** This narrative form is available electronically at:

<http://www.oregonmetro.gov/regionalflexiblefund>. Please complete the following:

Project Definition

Base project information

1. Corresponding RTP project number(s) for the nominated project. Projects #11231, 11232, 11130
2. Project extent or area description. The project area includes Graham Road between the Interstate 84 Troutdale Interchange and Sundial Road as well as Swigert Way between its existing terminus and Graham Road.
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project. The Port of Portland is requesting \$8 million dollars from the Regional Economic Opportunity Fund to complete the funding package on a transportation project that will improve access to Troutdale Reynolds Industrial Park (TRIP) from the interchange in order to open up 214 acres of new large lot industrial parcels for development. The Graham Road and Swigert Way improvements are intended to complement the Troutdale Interchange project currently underway. The project will reduce travel time and distance to I-84 for the northern industrial area of East Multnomah County. The project is needed because the Graham Road roadway base is structurally inadequate for increased use by trucks and area employee traffic associated with future development at TRIP. Sections of Graham Road have only 1.5 inches of asphalt over 4.5 inches of base rock. The pavement is cracked, alligatored, and raveling at the edges. Graham Road also lacks sidewalks and storm drainage facilities. New sidewalks will provide connections to the 40 Mile Loop Trail. In addition, Graham Road has inconsistent width, including in an area of tight S curves. Swigert Way is a dead-end that needs to be extended to provide access to new industrial lots and provide a looped connection with Graham Road, providing shorter travel distances from industrial properties to the Interstate 84 Interchange.
4. Description of project design elements. The Troutdale Industrial Access Project will reconstruct and widen Graham Road for a distance of 1.5 miles between the Troutdale Interchange, the Troutdale Reynolds Industrial Park (TRIP), and Sundial Road, also providing sidewalk connections to the 40 Mile Loop Trail, stormwater collection and treatment, landscaping, street lighting and safety improvements. The project will additionally extend Swigert Way 1600 feet from the interior of TRIP to provide a looped connection to Graham Road.
5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Measurements could include before and after counts to establish: Increased use of trucks from TRIP of Graham Road for access to the Troutdale Interchange and Sundial Road; access provided to new industrial lots by extension of Swigert Way; enhanced pedestrian connections to the 40 Mile

Loop Trail; and after completion of separately funded trail projects such as the "Bench Trail" and the "40 Mile Loop Trail Blue Lake Park to Sundial" , increased bike commuting/recreational use of the 40 Mile Loop Trail.

Map of project area

1. Provide a map of the project consistent with instruction in Exhibit B.

Project sponsor agency

1. Contact information (name, e-mail, phone number) for:
 - Application lead staff Philip Healy, Senior Transportation Planner, philip.healy@portofportland.com; 502-415-6512
 - Project Manager (or assigning manager) Ryan Parker, Development Manager, ryan.parker@portofportland.com 503-415-6077
 - Project Engineer (or assigning manager) Robin McCaffrey, P.E.;Engineering Project Manager, robin.mccaffrey@portofportland.com; 503-415-6513
2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project. The Port of Portland has had full success in delivering federal aid projects. Recently completed federally funded projects led by the Port include Ramsey Rail Yard and Terminal 6 Modernization. The Port entered into an IGA with the City of Portland, a federal aid certified agency, to construct the Leadbetter Overcrossing. In 2012 the Port of Portland managed an operating budget of \$163 million and a capital budget of \$133.4 million. The Port has Engineering, Survey, Right-of-Way, Planning, Environmental, Contracting, and Project Management divisions and is capable of delivering the Troutdale Industrial Access Project.

Primary Criteria

Economic Competitiveness: Contribute to long-term productivity of US and Metro region economy.

1. Long-Term Improvement to goods and worker access (emphasis on traded-sector goods and services, access to markets) The Troutdale Industrial Access project unlocks 214 acres in a nationally important export corridor. The site sits in the Columbia Multimodal Corridor, a cluster of manufacturing, freight and distribution facilities in close proximity to air and deep-water sea export terminals, including the Portland International Airport and Container Terminal 6; two Class I mainline railroads; and two interstate highways. Additionally, it will unlock the potential for the creation of an additional 5,083 jobs closer to home for workers in East Multnomah County. (Martin and Associates, 2009) Jobs created in the industrial park will allow the local workforce to live and work in their community. The connectivity the project provides to the 40 Mile Loop Trail allows the workforce a safer multi-mode commute and ability to have good access to recreation in their community.
2. Improved access to and from, and market viability in industrial lands. TRIP is one of the only large lot industrial sites available for development within the region's urban growth boundary with superior access to multimodal transportation associated with international export. The project will give existing

and new businesses, and their customers and employees, more direct and efficient access to the interstate freeway system, local roads, and multi-use trails. A study by HDR/Decision Economics projects significant reductions in vehicle miles and hours travelled resulting from the project. These travel and time savings generate significant regional benefits over the 20 year life of the project. The cost savings over the life of the project is estimated to total \$147.66 million.

3. Increased efficiency through integration and use of existing transportation infrastructure, including improvements and repair. The project constructs and upgrades "last mile" improvements to existing transportation infrastructure that will allow the remainder of Troutdale Reynolds Industrial Park to go forward. This project was planned in concert with the ongoing improvements to the Troutdale Interchange to take full advantage and improve the Troutdale Interchange, Graham Road, and Swigert Way. The project increases routing options and decreases vehicle mile travelled between I-84 and Troutdale's northern industrial area.
4. Leverages private sector investments. Project grant funds will build on over \$233 million of investment by private, local, state, and federal entities that have joined forces to prepare this former brownfield site, build and upgrade connecting roads and trails, and develop an anchor business (FedEx Ground.) The former property owner Alcoa invested \$57.7 million in demolition and remediation of the former aluminum plant. The Port of Portland and State of Oregon invested another \$35.4 million on acquisition, environmental management, site preparation, and transportation improvements. At the Troutdale Interchange State and USDOT funds have provided for \$9.4 million in improvements with over \$20 million in additional improvements planned. FedEx Ground spent over \$130 million to develop their new regional distribution hub at Troutdale Reynolds Industrial Park.

Livability: Further Partnership for Sustainable Communities principles.

1. Reduce average cost of user mobility. There is a huge advantage in being able to provide large lot manufacturing, warehousing, and distribution properties within the urban growth boundary near export terminals instead of further out of the metropolitan area on Interstate 5. Along with the improvements to the Interstate 84 Troutdale Interchange the improvements to the local roads will enhance worker mobility by reducing commute distance and times and decreasing congestion at the interchange and on the overall transportation network. By concentrating industrial activity at TRIP – activity that would otherwise occur at locations with significantly higher travel distances and times – the project is expected to yield substantial regional travel time and cost savings. The benefit cost analysis prepared by HDR/Decision Economics shows travel time and cost savings of over \$147 million (The report can be found at the following link: <http://www.portofportland.com/tigerIV.aspx>). These savings quantify the livability effects of the project, such as enabling workers associated with the site to live closer to their place of work and allowing regional residents to access more destinations throughout the region with less time and cost.
2. Improve existing transportation choices (by enhancing modal connectivity, increasing number of accommodated modes and/or reducing congestion) on existing facilities. The project improves modal choices by constructing sidewalks between the industrial park and the existing 40 Mile Loop Trail. This will build on other currently funded trail projects including the "Bench Trail", which will carry the 40 Mile Loop Trail underneath the I-84 Sandy River bridges into Troutdale and to the Columbia River

Gorge, The Blue Lake Park: Interlachen Lane to Blue Lake Road trail segment; and the 40 Mile Loop Trail- Blue Lake Park to Sundial Road trail segment (including the Harlow Road segment). Linking TRIP to the 40 Mile Loop trail will increase transportation choices for the surrounding communities and also provide recreational activity choices for workers at the industrial park. In concert with the other trail improvements described, a significant bike and pedestrian infrastructure to serve the northern industrial area of East Multnomah County is being realized.

3. Improve accessibility of disadvantaged populations. The project will provide access to jobs and recreation for communities of low income and color. East Multnomah County has concentrations of poverty and ethnicity that are greater than the regional average. The U.S. Census Bureau data shows that there are areas where more than 20% of the population is below the federal poverty level, with concentrations of Hispanic and Latino populations as well as concentrations of Eastern European populations. The employment opportunities will benefit an economically disadvantaged population. TRIP is located in the eastern portion of the metropolitan area, an area of high unemployment. Located only 1.3 miles from the industrial park, the City of Gresham, with a population of 100,000, is a federally-defined Economically Distressed Area.
4. Coordinated transportation and land use planning, contribute significantly to broader travel mobility, including implementing completed corridor plans. The project implements multiple land use and transportation planning goals and has strong support. The project is a core component necessary for the redevelopment of a brownfield site. TRIP earned the national Phoenix Award for the top brownfield redevelopment project in the nation in 2010. Brownfield redevelopment supports the six desired outcomes for Making a Great Place in the Metro 2040 Growth Concept, including vibrant communities, regional climate change leadership, transportation choices, clean air and water, and equity. The Oregon Transportation Commission (OTC) endorsed the project due to its positive impact on the state's transportation system, the state's economy and the livability of the surrounding communities. The OTC selected the project as a statewide priority for Transportation Investment Generating Economic Recovery (TIGER) grant funding. The project is identified in the 2013 Port Transportation Improvement Plan, a program that is vetted through a public participation process and is adopted by the Port of Portland Commission. It is also included in Metro's 2035 Regional Transportation Plan. Metro endorsed this project as a "project of regional significance" ranking it the second most important regional project for both the TIGER III and TIGER IV selection processes. The project has wide ranging local, regional, statewide, and federal agency support as demonstrated by the support letters for previous TIGER applications. (Support letters can be found here: <http://www.portofportland.com/tigerIV.aspx>) The project implements priority projects identified in the Interstate 84 Troutdale Interchange Area Management Plan (IAMP). The IAMP defined the primary purpose of the interchange, which is "to provide access to the industrial land between I-84 and the Columbia River and to serve goods movement and access to the Troutdale Town Center." The IAMP was the result of a rigorous analysis to identify congestion and safety problems and to commit to solutions. The IAMP was developed with extensive coordination and input from the City of Troutdale, Port of Portland, ODOT, area businesses, citizens, and other regional stakeholders with an interest in the operation of the interchange and the economic development it supports. The Columbia Cascade River District (CCRD) created an economic development action plan with assistance of grant funding through the Oregon Department of Land Conservation and Development. The CCRD stakeholder

group, including all of the cities in East Multnomah County, Sandy Drainage Improvement Company, the Port of Portland and Multnomah County, identified the project as a priority needed to serve the northern industrial area in East Multnomah County. Each jurisdiction approved that plan through a public review process, including a resolution that all endorsed in 2007. (See page 7 of the Public Facilities Plan here: <http://www.ci.troutdale.or.us/ccrd/downloads/facilitiesplan.pdf>) The project was also considered and included in the modeling for the East Metro Connections Plans, a recently completed corridor study. Most recently, the East Multnomah County Transportation Committee has determined the project to be a priority and voted unanimously to prioritize it for Regional Flexible Funds allocation at the November 15, 2012 meeting.

Environmental Sustainability: Promote environmentally sustainable transportation system.

1. Improve energy efficiency (including scale of use of new facilities, TSMO reduction auto trips). The Troutdale Industrial Access Project is a key component to the transformation of a Superfund site into a vibrant industrial park. TRIP won the Grand Prize in the national 2010 Phoenix Awards for Excellence in Brownfield Redevelopment. The project helps revitalize the formerly vacant site in close proximity to neighborhoods and multimodal transportation options, provides wetlands and preserves natural habitat. The project improves environmental sustainability by: Siting economic development within the urban growth boundary closer to the core of the metropolitan area as compared to more distant alternate sites. This reduces overall vehicle miles traveled, their associated greenhouse gas emissions and the use of oil; Siting manufacturing and distribution facilities close to ocean ports and inland waterways, international air cargo (PDX), two Class I railroads, and two interstate highways; Generating jobs closer to the homes of workers, thus reducing commute times and distances; Reducing the transit time, congestion, and distance between existing and future Troutdale Reynolds Industrial Park businesses and the I-84 Troutdale Interchange; and Enhancing opportunities for local residents to walk or bike to work and creating alternative modes of transportation to access local and regional recreation opportunities with safe and lit bicycle and pedestrian areas will reduce emissions and fuel consumption.
2. Environmental benefits or avoidance of adverse impacts. An analysis was performed by HDR/Decision Economics to determine Project-Related Emissions Reductions (in tons) over twenty years that will be realized by developing this brownfield site instead of developing at alternate sites outside the urban growth boundary. The results shows reductions in emissions as follows: VOC (Volatile Organic Compounds) 18 tons; SO₂ (Sulfur Dioxide) 3 tons; NO_x (Nitrous Oxides) 562 tons; PM 2.5 (Particulate Matter) 17 tons; CO₂ (Carbon Dioxide) 392,956 tons. Total reductions 393,555 tons. TRIP is an exemplary brownfield redevelopment that needs the Troutdale Industrial Access Project to be fully realized. The Phoenix Award speaks to the site's responsible cleanup, smart development, economic growth opportunities, and collaboration of multiple parties working together to achieve success. It will be completed in a manner consistent with the environmental stewardship that has characterized site development to date. Natural resources in the site's 16-acre lake have been restored and a conservation easement provides a natural resource buffer zone between the developable land and the adjacent Columbia and Sandy Rivers. The planned development incorporates and preserves the natural surroundings, scenic areas, and recreation along the Columbia and Sandy Rivers to benefit both human and wildlife communities. Approximately 50 percent of the 700-acre property is

designated as open space and planning and development on the site incorporates the natural resources at the confluence of the rivers. Despite a very depressed economy, the brownfield cleanup and Troutdale Reynolds Industrial Park redevelopment have moved forward through collaborative efforts. It is one of the significant bright spots for employment and economic growth in Oregon and the region.

Safety: Improve safety of the transportation system.

1. Ability to reduce number, rate and consequences of crashes, injuries and fatalities, including focusing and the recommendations for the Regional Transportation Safety Plan:
 - Improves multimodal safety on arterials. The project will provide missing segments of sidewalks on Graham Road, provide sidewalks on Swigert Way, and connect sidewalks to the 40 Mile Loop Trail. This will increase safety on these roadways which will be carrying high volumes of traffic.
 - Addresses pedestrian and bike crash issues. By providing sidewalks and better connectivity to the 40 Mile Loop Trail the project will decrease the likelihood of pedestrian and bicycle crashes.
2. Addresses safety behavioral contributing factors of alcohol and drug, speeding, aggressive and distracted driving. The project doesn't directly influence these behaviors but reduces the instances of the noted behaviors. The project will result in reduced accidents due to less Vehicle Miles Traveled for existing traffic, both locally between TRIP and I- 84 as well as regionally due to less Vehicle Miles Traveled to/from Port of Portland and the urban core relative to alternative sites. The safety cost savings over twenty years is estimated to be \$51.65 million dollars (HDR/Decision Economics, March 2012).

Job Creation and Economic Stimulus: Creation or preservation of jobs.

1. Number and type of job created or preserved (emphasize efforts to support opportunities for low-income and disadvantaged populations). There will be two categories of jobs created. The first category of jobs is short term construction jobs associated with the project. This is estimated to be 161 jobs. (Job-Year methodology source: "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009," Council of Economic Advisors, May 2009, updated September 2011) The second category of jobs are the long term jobs associated with the Troutdale Reynolds Industrial Park. The project will allow for development of the remaining acreage of Troutdale Reynolds Industrial Park, resulting in up to 5,083 new jobs. (Source: Martin Assoc. Economic Impact Model; April 2009). It is likely that many of the jobs will be filled by residents of East Multnomah County. The project will provide access to jobs for communities of low income and color. East Multnomah County has concentrations of poverty and ethnicity that are greater than the regional average. The U.S. Census Bureau data shows that there are areas where more than 20% of the population is below the federal poverty level, with concentrations of Hispanic and Latino populations as well as concentrations of Eastern European populations. The employment opportunities will benefit an economically disadvantaged population. TRIP is located in the eastern portion of the metropolitan area, an area of high unemployment. Located only 1.3 miles from the industrial park, the City of Gresham, with a population of 100,000, is a federally-defined Economically Distressed Area.

2. Project readiness (NEPA and legislative approvals in required planning documents, technical and financial feasibility). The anticipated NEPA category for the project is a Categorical Exclusion. Significant work has been done towards environmental permitting. No right-of-way acquisition is needed for this project. Wetland delineations have been completed. Advance mitigation for wetland impacts associated with the Troutdale Industrial Access Project was completed with the first phase of Troutdale Reynolds Industrial Park. The Joint Permit Application will be submitted in the second quarter of 2013. Engineering design for the project is underway with design currently at 30%. All project elements – the Graham Road reconstruction and the Swigert Way extension are consistent with regional land-use and transportation planning goals. Both are included in the Regional Transportation Plan financially constrained system, having been prioritized for inclusion by ODOT and the East Multnomah County Transportation Committee. Graham Road has been designated as a Title 23 eligible collector road by ODOT and FHWA in anticipation of its increased role as a connector between the I-84 Troutdale Interchange and the developing northern industrial area.
3. Provide opportunities for small businesses and disadvantaged business enterprises. The Port has an established Disadvantaged Business Enterprise (DBE) Program for businesses that are certified as socially or economically disadvantaged in accordance with U.S. Department of Transportation (USDOT) regulations, 49 CFR Part 26.
4. Effective use of community-based organizations in connecting disadvantaged workers with economic opportunities. The Port of Portland has the "Mentor Protégé Program", which exists to build effective working relationships between leaders of mature, established companies and emerging minority and women-owned companies in order for the latter to benefit from the knowledge and experience of the established firms. The Port of Portland Mentor Protégé Program has become a national model for several agencies, organizations and national efforts, including the Small Business Administration and Associated General Contractors.

Secondary Criteria

Innovation: Use of innovative technology, system management and project delivery techniques.

1. Use of innovative technology. The Troutdale Industrial Access Project is inherently innovative in its approach to reclaiming an idle brownfield site and making it shovel ready for industrial growth in an export corridor of national significance, and in its efforts to create a community where residents have close proximity to opportunities for living, working, and playing. Additionally, there are specific construction project elements that are innovative, including the following: Instead of piping storm water run-off the project will treat the water in infiltration swales, thereby reducing long term maintenance costs and improving environmental sustainability. Many innovations related to developing a brownfield site were developed for the first phase of TRIP that will subsequently be used for Graham and Swigert Way.
2. Use of innovative finance, contracting, project delivery, congestion management, safety management, asset management, O&M. Because the Troutdale Reynolds Industrial Park is a reclaimed brownfield site many innovative project delivery, operations and maintenance methodologies have been developed. For example utility systems need to be designed and constructed in a manner to prevent infiltration from groundwater. An operations and maintenance plan that addresses the unique

attributes of the brownfield site has been developed for workers that will maintain the utility systems. It is all part of the goal to make use of close-in industrial lands instead of having to develop greenfield sites outside of the urban growth boundary for large lot industrial businesses.

Partnership: Jurisdiction and stakeholder collaboration, and disciplinary (non-transportation agency) integration.

1. Multi-agency support to implement priority project from a completed corridor plan. The Port of Portland is partnering with the Oregon Department of Transportation and the City of Troutdale for funding and construction of this project that is needed to enable the build-out of the remainder of Troutdale Reynolds Industrial Park (TRIP). This partnership shares the vision of bringing jobs and new tax revenue to Oregon's economy. The Columbia Cascade River District (CCRD) has identified the project as a priority needed to serve the northern industrial area in East Multnomah County. The CCRD is made up of the mayors from the four cities of Fairview, Gresham, Troutdale and Wood Village. Other members include the West Columbia Gorge Chamber of Commerce, the Port of Portland, and business owners from the area, as well as staff members of the four cities and Multnomah County. As part of the East Metro Connections Plan (EMCP) the project was considered and modeled. There was an acknowledgement by the EMCP steering committee that although the project is outside the EMCP project area, it is a priority project for East Multnomah County. As a further demonstration of multi-agency support, the East Multnomah County Transportation Committee has voted the Troutdale Industrial Access project as a priority Regional Economic Opportunity Fund project for East Multnomah County.
2. Jurisdiction & Stakeholder collaboration (involvement of state and local governments, other public entities, including projects that engage parties that are not traditionally involved in transportation projects, non-Federal funds, use of TIGER funds to complete a finance package). As stated above, the Port of Portland is partnering with the Oregon Department of Transportation and the City of Troutdale for funding and construction of this project. The Port is partnering with U.S. Fish and Wildlife and the United States Forest Service for wildlife habitat improvements on the Sandy River Delta as part of the stewardship of the natural areas. The Port has partnered with the Sandy Drainage Improvement Company as part of the development of Troutdale Reynolds Industrial Park to ensure that regional stormwater storage is provided as part of development of the open space area of TRIP. Additionally, coordination with SDIC has occurred in provision of the 40 Mile Loop trail which is located on the SDIC flood control levee.
3. Disciplinary Integration (support by non-transportation public agencies: e.g. public housing, economic development, historic pres., energy, etc.). The Port partnered with the Oregon Economic and Community Development Department for the first phase of TRIP for loan funding from the Special Public Works Fund in order to implement the brownfield restoration for the site. The Port also worked with Oregon State Parks for grant funding for the first segment of the 40 Mile Loop Trail constructed as part of the first phase of TRIP.
4. Use a system-wide approach. The Troutdale Industrial Access Project was developed using a system-wide approach. The project is connected with the the Troutdale Interchange and the 40 Mile Loop Trail system. The intent is to improve the interchange, local road, and multi-use trail system to support the development of large large lot industrial parcels within the urban growth boundary. The local road and

interchange improvements allow for close-in regional freight access to distribution centers, export and import terminals, railroads and freeways. The local road and trail improvements give workers in East Multnomah County transportation alternatives for commuting and recreational activity.

Process

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) The project is included in the current Metro Regional Transportation Plan (Projects #11231, 11232, 11130). As such, it went through the public comment process associated with RTP adoption. Further, the projects were vetted through the East Multnomah County Transportation Committee which recommended the project list through a public process. The project was prioritized by the Port of Portland Commission through adoption of the Port Transportation Improvement Plan (PTIP), with public hearings held on January 9, 2013 and February 13, 2013. The project was included in previous years of the PTIP with the same notice and 45 day comment period preceding the hearings. (The minutes of the February 13, 2013 hearing can be found here: http://www.portofportland.com/Comm_Info.aspx) The project was also vetted through Metro's public process when the region endorsed this project as a "project of regional significance," ranking it the second most important regional project for both the TIGER III and TIGER IV selection processes. The project was further vetted through the Interchange Area Management Plan (IAMP) public process that included participation by the cities of Troutdale and Gresham, ODOT, Port of Portland, and East Multnomah County area businesses and citizens. The project included outreach to media, open houses, and a presence at local public events such as Troutdale's "Artwalk". The Troutdale Interchange Area Management Plan (IAMP) public involvement plan prepared by CH2MHill addressed Environmental Justice (EJ) outreach and compliance. (See outreach plan here: http://www.oregon.gov/ODOT/HWY/REGION1/troutdaleexit17/appendix_a_publicinvolvement.pdf) f) The outreach plan provided a review of the area demographics and opportunities for outreach, including outreach to Hispanic media. This project is in an industrial as opposed to a residential area. As a result, there will not be negative impacts from industrial activities to residential areas that include EJ communities. Rather, this project will benefit the EJ community by providing enhanced employment options, workforce access and recreational opportunities for EJ populations within the region. By enabling further development at TRIP, the project results in an increased tax base for public schools such as the Reynolds School District, and transit, which also will benefit EJ communities. During the prioritization of the projects for inclusion in the Regional Transportation Plan (RTP), the East Multnomah County Transportation Committee Technical Advisory Committee utilized the EJ demographics provided by Metro at the project development workshops. All of the above demonstrates a concerted effort at addressing the needs of the EJ community throughout the project development and prioritization process.
2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design. The Port has

coordinated with ODOT Region 1 and the City of Troutdale on this and associated projects at the Troutdale Interchange in a concerted effort to improve access to the northern Industrial area of East Multnomah County. There is a Memorandum of Understanding between the agencies in pursuit of that goal. The coordination included the development of an Interchange Area Management Plan that included participation of local business and freight interests. As part of the development and early design for the Troutdale Industrial Access Project and Troutdale Reynolds Industrial Park the Port coordinated with the owners of the Williams Pipeline, a major high pressure gas line that is located underneath Graham Road and the planned extension of Swigert Way. The coordination was with respect to relocation of the pipeline as needed to provide for road construction and industrial development. This coordination resulted in the actual relocation of the pipeline which was recently completed by Williams Pipeline. The Port has also had extensive coordination with PGE and Bonneville Power Administration because many of their utility towers and easements are located at TRIP. BPA is proposing to locate a major new facility at TRIP subject to completion of current environmental reviews.