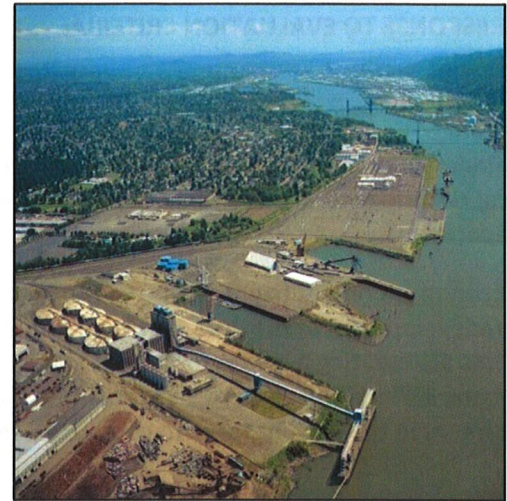


Port and City of Portland Partnering for Share of Transportation Grant Funding

Proposed enhancements improve conditions at Terminal 4 for business and the environment

The U.S. Department of Transportation has made available \$1.5 billion in TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants for capital investment in surface transportation projects through September 30, 2011. This new Recovery Act program aims to preserve and create jobs, promote economic recovery and invest in transportation infrastructure that will provide long-term economic benefits while enhancing livability, sustainability and safety.



The Port of Portland's marine Terminal 4 on the Willamette River, looking toward downtown.

TIGER Grants are to be awarded to state and local governments or transit agencies for projects that will have a "significant impact on the nation, a metropolitan area, or a region." Given the Port's critical role in the economy for all three, the city and port are requesting approximately \$45 million in grant support for the following menu of projects that will provide immediate jobs while restoring roughly 40 acres of Port-owned brownfield sites into shovel-ready status and enhancing vital marine terminal and transportation infrastructure for the future:

- **Lombard/Burgard Road and bridge improvements** (\$17,000,000) – Repairing roads and replacing a bridge near Terminal 4 will benefit truck traffic, while widening a critical rail bridge will do the same for trains.
- **Cathedral Park Whistle Free Zone** (\$5,000,000) – Modifications to crossings and rail realignment will improve safety and rail operations while decreasing noise for nearby residents and businesses in the St. Johns neighborhood.
- **Marcom property rehabilitation/development** (\$3,300,000) – Soil removal will help restore this brownfield to productive use with the addition of pervious pavement, lighting and landscaping.
- **Grain elevator demolition and Pier 1 site improvements** (\$9,400,000) – Removal of this idle, defunct facility at Terminal 4 will restore the waterfront site to productive use. Construction of new infiltration swales will improve water quality and better remove potential pollutants from storm water runoff.
- **Automated railroad crossing** (\$500,000) – Installation of automatic gates between Toyota Logistics Services upper and lower lots at Terminal 4 will improve safety and security without impacting operations.
- **Berth 405 dock removal** (\$4,000,000) – Demolition and removal of a dilapidated dock structure will eliminate a safety hazard while making the upland viable for development.

RESPONSE TO EVALUATION CRITERIA:**1) State of Good Repair:**

Repairing Burgard and Lombard streets and replacing a bridge near Terminal 4 will benefit truck traffic, while widening a critical rail bridge will do the same for trains. Modifications to rail crossings and rail realignment will improve safety and rail operations.

2) Economic Competitiveness:

The redevelopment of the Port of Portland's marine Terminal 4 and the improvement of connecting road and rail systems are creating a center for import and export trade that supports the region's advanced manufacturing and emerging biotech and sustainable industries. These improvements will leverage \$76,000,000 in public and private investment in the terminal area to complete a five-year redevelopment.



Terminal 4 dock after redevelopment

The project will upgrade the Terminal 4 facilities to make them more economically competitive, provide connectivity and accelerated freight movement, and expand serviced, developable industrial lands for firm expansion and recruitment. These improvements will increase available industrial land to meet demands for firm expansion and recruitment and provide better circulation for rail and trucking freight to economically benefit the region.

This project will create nearly 40 acres of shovel-ready port waterfront redevelopment and enhance access to major freight import and export district. It will support emerging sustainable industries locating in the district and makes Terminal 4 redeveloped land internationally competitive.

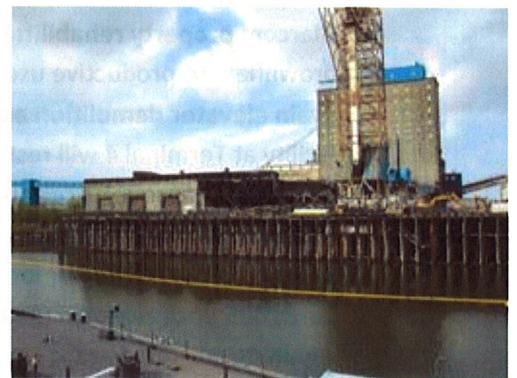
3) Livability:

Modifications to rail crossings and rail realignment at Cathedral Park will improve safety and rail operations while decreasing noise for nearby residents and businesses in the St. Johns neighborhood.

4) Sustainability:

Soil removal at Marcom Property will help restore brownfields to productive use with the addition of pervious pavement, lighting and landscaping.

Removal of the idle, defunct grain elevator and Pier 1 site improvements at Terminal 4 will restore the waterfront site to productive use. Construction of new infiltration swales will improve water quality and better remove potential pollutants from storm water runoff



Existing berth conditions at Terminal 4

5) Safety:

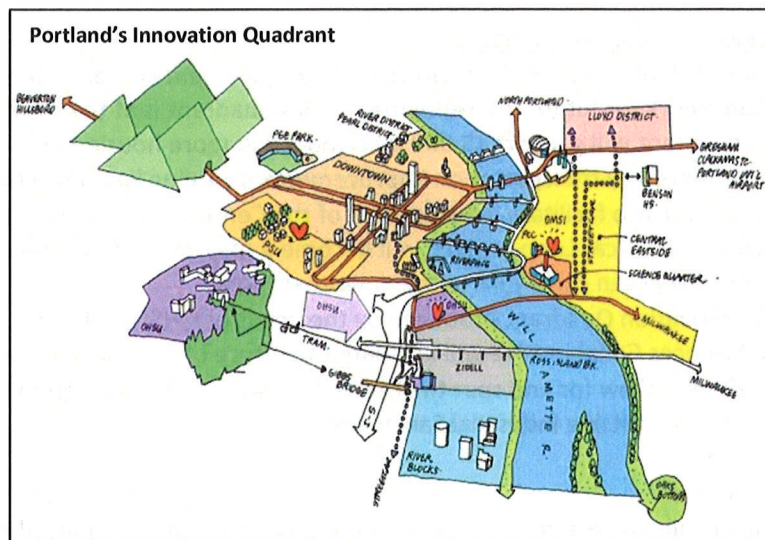
The road improvements will increase freight safety and mobility in the industrial district and St. John's neighborhood. The rail components of the project will improve rail safety in a key rail corridor serving multiple international industries in the region. The removal of the Berth 405 dock will eliminate a dilapidated dock structure and a safety hazard while making the upland viable for development

Portland's Innovation Quadrant

Enhancements to lay the foundation for the future

Oregon has been at the cutting edge of sustainable industries and Portland is moving forward aggressively to capitalize on the cluster of industries that will drive the regions economy for the next wave of growth. As an incubator for these future industries, Portland's Innovation Quadrant will provide green collar jobs and provide research and development facilities, workforce training, access to existing industrial resources and critical transportation links. This quadrant will support the development of 15,000 new jobs in these emerging industries.

The TIGER grant proposal provides an opportunity to develop three vital projects – SW Moody, SE Water and a portion of SW 4th currently constrained – to support the development of Portland's Innovation Quadrant linking Portland State University, Oregon Health & Science University, the Oregon University System's Life Science Collaborative, Oregon Museum of Science & Industry and Portland Community College. Together these projects will drive new job creation and provide access for people and goods to a quadrant focused on innovation for the City and the region.



The redevelopment of Portland's South Waterfront District, the Central Eastside Industrial Sanctuary and the Portland State University eco-district will rehabilitate formerly industrial brownfields, build to LEED standards or better and create a dense urban live-work neighborhoods at the heart of the City's biotech and sustainable industries. These districts are at the epicenter of key transportation improvements including light rail, streetcar and the aerial tram and utilize alternative modes of transportation to provide crucial links to Portland's existing system.

PROPOSED IMPROVEMENTS

SW Moody Ave: This project would provide infrastructure improvements to SW Moody to realign the street to support light rail and streetcar, create separated pedestrian and bicycle infrastructure, to support future LRT and Streetcar expansion and the next phase of development in the South Waterfront District.

SE Water Avenue: The realignment of SE Water Avenue will facilitate streetcar connections to the future light rail bridge and continue to provide intermodal access to major employment generating and workforce development industrial district while separating the safety conflicts around the Oregon Museum of Science and Industry and the Portland Opera where more vulnerable users like children, families and seniors are common.

SW 4th Avenue Streetcar Re-alignment: The realignment of Portland Streetcar on SW 4th will remove the temporary contra-flow alignment of Streetcar and provide direct access and improved headways on the existing streetcar system while improving direct access into downtown Portland. These improvements will greatly increase and improve access to this area for residents, employees and transit commuters, which will provide a significant economic benefit to the region.

TOTAL PROJECT COST:	\$83,600,000
Local Match:	\$32,550,000
TIGER Grant request:	\$40 – 50,000,000* (scope currently being narrowed)



DRAFT RESPONSE TO EVALUATION CRITERIA:**1) State of Good Repair:**

- The Project will upgrade SW Moody to the urban street standard and remove the temporary alignments of streetcar in preparation for the permanent alignment that facilitates light rail and removes constraints on Portland Streetcar operations.
- Project provides a permanent alignment of SE Water that serves a major industrial area that is also in a current temporary alignment during the construction of the Combined Sewer Overflow "Big Pipe" project.

2) Economic Competitiveness:

- Project will revitalize and transform a key employment center in dense, green and urban neighborhoods and provide a framework for future redevelopment. This quadrant is at the heart of the City's biotech and sustainable industries. The quadrant will support 15,000 jobs and 5,000 more housing units in the next two decades. The district is at the epicenter of key transportation improvements including light rail, streetcar and the aerial tram.
- Project will also facilitate development of the Central Eastside Industrial district which, with the confluence of the Portland Streetcar Loop project, will become a major workforce development and sustainable industry cluster generating green collar jobs in the downtown core.
- The Innovation Quadrant produced by the nexus of OHSU, PSU, PCC, the Oregon Sustainability Center and the OUS Life Sciences Collaborative will incubate the future of economic development throughout the region.
- Project will allow for and spur the redevelopment of 540,000 sqft in the University district and over 1,000,000 sqft in the Central Eastside Industrial Sanctuary.

3) Livability:

- Project will create a green corridor connecting alternative modes of transportation into an integrated network.
- Project builds on the successes that Portland is nationally known for by providing connections to Portland's trails network, bicycle network, walking connections to the Willamette River and the future pedestrian, bicycle and transit bridge across the Willamette.
- Project creates access and enhances development potential for OMSI and the Portland Opera and enhances critical cultural resources in the downtown core.
- Enhanced mobility will result in more convenient transportation options for residents and commuters and provided additional health benefits. Projects will create a multimodal hub for the city where alternative modes of transportation converge.

4) Sustainability:

- Project supports eco-district where new development aspires to LEED Certification.
- Oregon Sustainability Center will be the first living building of its kind in the United States and with other academic resources will incubate future industries and maintain the nations' competitive edge in the development of new technologies.
- Project will facilitate the redevelopment of brownfields in former industrial areas and are couple with greenway development on the Willamette River to protect and enhance water quality.

5) Safety:

- Project will separate modes of travel in the South Waterfront making safer and more comfortable connections for alternative modes.
- Project will separate freight traffic from areas heavily trafficked by students, children and families while still allowing industrial land-uses to have access to critical sites within these districts.
- Project improves pedestrian safety on SW 4th by eliminating the contra-flow alignment of Portland Streetcar.

