

2023 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 27, 2023 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 3 of the 2023 Application Instructions.

Primary applicant jurisdiction

City of Portland

Mailing address

1120 SW 5th Ave #100, Portland, Oregon 97204

Website

<https://www.portland.gov>

Contact person name

Mike Serritella

Contact person title

Senior Transportation Planner

Contact phone

(503) 823-4416

Contact email

mike.serritella@portlandoregon.gov

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Title of above named person

Phone

Email

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

PBOT - TGM Ordinance Passed - 191375.pdf

Project information

Response instructions are on page 4 of the 2023 Application Instructions.

Project title

Cathedral Park Neighborhood Street Plan

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Cathedral Park Neighborhood Street Plan - Study Area Map.pdf

Option 2: Project area description

ODOT region (1-5)

Region 1

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The Cathedral Park Neighborhood Street Plan will amend and update Master Street Plan for the St Johns Town Center in North Portland. This plan will provide clarity and certainty for future public and private investments in the neighborhood.

Formerly an undeveloped and employment focused area, much of the Cathedral Park neighborhood in North Portland is zoned for mixed-use development. However, in much of the neighborhood, steep grades, unimproved rights-of-way, and uncertainty about the feasibility of future street connections limit the ability of PBOT to adequately serve current and future residents of this area with active transportation and transit options. Furthermore, the mix of uncertainty and high costs associated with right-of-way improvements in difficult terrain have hindered development of new housing in the area, exacerbating the housing shortage in the Portland. This plan seeks to address these barriers to transportation investments and new housing in the neighborhood.

Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

TGM funds requested for the work identified in Criterion 3	Consultant \$0.00	Local reimbursement \$250,000.00	Total TGM funds requested \$250,000.00
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Local match	Minimum Match (Calculated) \$28,613.62
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Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

No

Match to be provided	Labor, supplies and services during project \$35,000.00	Payment when Intergovernmental Agreement is signed \$0.00
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Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 10 of the 2023 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

The Portland comprehensive plan identifies the Cathedral Park neighborhood in North Portland as a part of the St Johns Town Center and area for future housing growth. However, a lack of foundational transportation investments limits this growth potential. The existing transportation system has many unimproved rights-of-way and steep terrain. Meanwhile, the current master street plan calls for a dense network of standard 60-foot rights of way in this area, which are costly and difficult to achieve.

PBOT development review staff has informed us that the high cost of transportation improvements and overall lack of clarity around the transportation system is preventing housing development in the area. Additionally, these costly standards make it more difficult for the City and transit providers to make investments that are needed to serve the high-density housing called for in the comprehensive plan with environmentally friendly multimodal transportation options.

This project will update the St. Johns Master Street Plan, help align the intended local street network with the Cathedral Park neighborhood's high-density zoning, and accomplish the following:

Provide Transportation Choices:

The status quo in the Cathedral Park neighborhood is depriving both existing and future residents of safe, multimodal infrastructure. This is especially important given that this neighborhood has lower average incomes and a higher share of non-white residents than the City of Portland as a whole. This update to the master street plan will enable transportation choices that serve community members of all ages, incomes, and abilities.

Create Vibrant Neighborhoods:

Two of the most important aspects of vibrant neighborhoods are a mix of housing types available at varied price points and an integrated transportation system that links housing to jobs and other opportunities. This plan update will strengthen both aspects of the Cathedral Park neighborhood.

First, the plan update will facilitate higher-density, mixed-use development that can accommodate residents of varied income levels. Much of this housing growth has been impeded by the current master street plan. This plan update will reduce barriers to public and private investments in transportation improvements to provide clarity to developers and facilitate the construction of new housing.

The plan update will also lay the groundwork for a safe, multimodal transportation system that is critical for a lively neighborhood. PBOT staff have heard Cathedral Park residents repeatedly stress the need for better options for walking, biking, and especially taking transit, but unimproved and impassable roads currently make it difficult to provide these connections. The community wants a complete transportation network that supports future transit service; the new plan for transportation improvements will make this possible.

Support Economic Growth:

The lack of clarity around the transportation system is hindering growth and hurting the Cathedral Park neighborhood economically. Rather than accommodating new development that contributes to the local economy and supporting a multimodal transportation system, the current standards are preventing housing growth and access to opportunities. Cathedral Park residents have told us through public feedback processes that they want both public and private investment in their neighborhood. This plan update will facilitate this investment by providing clarity around the planned transportation system and paving the way for a complete, multimodal transportation network.

Save Public and Private Costs:

Adding dense housing in neighborhoods like Cathedral Park is more fiscally sustainable than accommodating growth through Urban Growth Boundary expansions. The City already is already providing infrastructure and services to this area; accommodating more growth here will lower the per capita cost of doing so.

Further, this plan update will help the City allocate its resources more efficiently, as it will lay the groundwork for more context-sensitive, lower-cost infrastructure where needed. This will reduce the public cost burden up front and result in lower maintenance obligations in the future.

Lastly, this plan update will provide clarity to private developers, providing more certainty about right-of-way improvements and lowering the risk and costs to invest in this neighborhood.

Promote Environmental Stewardship:

Nearby Downtown St. Johns is the kind of walkable, mixed-use urban area that lessens its residents' carbon emissions. More housing in adjacent Cathedral Park lowers the City's per capita carbon emissions and this plan update will pave the way to do so.

This plan update will help us create multimodal transportation improvements, which will lower the carbon footprint of both new and current Cathedral Park residents. Given the unique topographical context of the neighborhood, these improvements are likely to include traditional streets, shared streets, pedestrian-only connections, and other non-traditional designs. This would create an opportunity to incorporate ecologically friendly stormwater management and green street features.

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 12 of the 2023 Application Instructions.

Explain how your proposed project is timely and urgent

The City of Portland is in the midst of two crises: a housing crisis and a climate crisis. This plan update will help the City address both simultaneously.

As Governor Kotek has emphasized, there simply is not enough housing being built throughout Oregon to meet the need. This has led to higher rents and higher home prices, especially in Portland, where lower-income residents are being priced out of the City or even becoming homeless. The City of Portland desperately needs more housing.

The Portland Comprehensive Plan identifies this area for high-density growth and many residents have voiced their desire for better public infrastructure and housing options in their neighborhood. However, multiple housing developments have stalled due to the lack of clarity around the transportation network. Unimproved roads that are too costly to bring to current standards and a lack of a coherent multimodal transportation network in the neighborhood have suppressed much-needed housing.

This plan update will accommodate the production of more housing. It will seek to reduce the burden of transportation improvements for new development while improving the feasibility of a safe, multimodal transportation network. This will make it more cost-effective to develop housing in Cathedral Park and improvements to the transportation network will make this development more accessible for current and future residents. .

The second crisis Portland faces is a climate crisis. Portland is taking actions to immediately reduce carbon emissions citywide. The City declared a climate emergency in 2020 and plans to cut its carbon emissions in half by 2030.

One key strategy Portland is pursuing to reduce its carbon emissions is to provide multimodal connections to key destinations. Personal vehicle emissions are one of the largest drivers of Portland's carbon emissions, so giving residents the option to access daily needs without driving is a critical step to a lower-emissions future.

The existing transportation system in Cathedral Park does not provide residents with adequate multimodal access. Unimproved streets, missing sidewalks, and a paucity of transit service make it difficult to get around without a personal vehicle. While amenity-rich downtown St. Johns is close by, it's still out of reach for many residents, especially those with limited mobility, by any mode except driving.

This plan update will pave the way for multimodal infrastructure and transit service that will connect Cathedral Park residents to the rest of their neighborhood, to the grocery stores, community centers, schools, and parks in downtown St. Johns, and to the rest of Portland.

Both the housing and climate crises are upon us and require immediate action. The longer Portland continues with its current master street plan in Cathedral Park, the longer it will miss an opportunity to address these crises.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 13 of the 2023 Application Instructions.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Project Management & Bureau Coordination (18 months, \$35K)

PBOT planning staff will lead and manage the project and TGM contract process. Staff will develop a technical advisory committee with bureau and agency representation for input and guidance throughout the planning process. These regular meetings will be a space for inter-bureau collaboration, communication, and exchange of ideas. TAC meetings will run throughout the expected 18-month planning process.

Deliverables: Detailed Project Scope, City TAC Formation, Meeting Scope & Sequence.

Task 2: Community Involvement & Public Participation (18 months, \$60K)

PBOT planning staff will scope a detailed Public Engagement Plan and Project Communication Strategy leading up to formally kicking-off the project. These documents will identify specific strategies and

methods to engage interested, potentially impacted and underrepresented community members in the plan development. Staff will establish a community sounding board with broad representation from neighborhood and community-based organizations, and other neighborhood stakeholders as to be determined. The public engagement phase will include multiple major public touchpoints including online and in-person open houses, stakeholder interviews, surveys, workshops, neighborhood walks, and other engagement methods.

Deliverables: Project Communication Plan; Public Engagement Plan, Outreach Events, Logistics & Materials.

Task 3: Neighborhood Atlas / Opportunities and Constraints Report (3 months, \$50K)

PBOT Planning staff will develop a Neighborhood Atlas for Cathedral Park thoroughly documenting existing conditions including transportation, land-use, demographics, development, environmental, infrastructure, resiliency, and other considerations as related to the Neighborhood Street Plan. This document will also include a summary of relevant city policies and programs related to the area. In addition to the Neighborhood Atlas, staff will work across bureaus to develop an Opportunities and Constraints Report to identify and summarize future opportunities for private and public investment.

Deliverables: Existing Conditions Report; Opportunities & Constraints Report

Task 4: Street Typologies & Network Alternatives Analysis (6 months, \$50K)

Following the deliverables outlined in Task 3, PBOT staff will develop a series of representational street typology concepts and network alternatives for the neighborhood. These context-sensitive concepts will apply both traditional and non-traditional treatments for the right-of-way including conventional public streets, pedestrian-only connections, and other non-traditional designs that respond to transportation, development, and natural constraints for the district. These concepts will be applied to the current conditions to develop a range of alternatives for evaluation and public feedback.

Deliverables: Street Typology Concepts; Street Plan Alternatives Analysis.

Task 5: Plan Recommendations & Implementation Strategy (6 months, \$50K)

After evaluating alternatives and considering public input, the project team will develop a recommended street plan update with corresponding recommended street designs for the Cathedral Park Neighborhood Study Area. This recommendation will include a detailed map and evaluation report. This report will lay the foundation for the development of future transportation and infrastructure projects and potential funding sources (including both public and private implementation strategies).

Deliverables: Recommended Street Plan; Project Identification; and Implementation Strategy

Task 6: Final Plan Document (3 months, \$40K)

Building on previous tasks, PBOT staff will develop a final plan collecting all aspects of the planning process into a high-quality, highly-legible document ready for public review and subsequent adoption by Portland City Council. The final plan will update St Johns / Lombard Master Street Plan (2004) and provide recommendations to be incorporated into future Transportation System Plan updates.

Deliverables: Final Plan Document

How will the project approach lead to a successful project?

The Portland Bureau of Transportation (PBOT) will be the project lead and has a strong record of

neighborhood planning following a similar approach. We will coordinate with other bureaus on the project. Other agency partners will likely include the Bureau of Planning & Sustainability, Portland Parks & Recreation, Bureau of Environmental Services, Portland Housing Bureau, and others.

Elements of this project will go through the legislative process. Legislative actions provide for the establishment and modification of land use and transportation plans, policies, regulations, and guidelines.

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 15 of the 2023 Application Instructions.

Upload letters of support from stakeholders here

Cathedral Park TGM - SJNA Letter of Support.pdf

Cathedral Park TGM - CPNA Letter of Support.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 16 of the 2023 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Portland is prepared to complete the project within the TGM timetable. Upon TGM grant notifications, PBOT will assign an experienced transportation planner to serve as the City's Project Manager (PM), who will act as the principal contact for the project, and who will provide oversight to ensure that the project is well managed to ensure that the outcomes are consistent with broader policies. The PM will coordinate all necessary communications and oversee City staff involvement on the project, including monitoring the work of project team members, and ensuring that the project remains on schedule and within budget.

Portland's planners have a long history of successful completion of TGM grant-funded plans, including the Tryon-Stephens Headwaters Neighborhood Street Plan, the Growing Transit Communities Plan, the Enhanced Transit Corridors Plan, the Central Eastside Street Plan, The Outer Powell Blvd Conceptual Design Plan, the Truck Parking and Loading Plan, and the Cully Commercial Corridor and Local Street Plan.

If applicable, list local jurisdiction's TGM projects within last 10 years and their

status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
1c-22	Green Loop Concept Plan	Active – Scheduled to begin in the second half of 2023.
1B-19	Lower Southeast Rising Area Plan (2023)	Complete – Discussion Draft of Final Plan submitted to ODOT in June of 2023. Council Adoption expected in Fall 2023.
1C-19	Parkrose Community Plan (2022)	Complete – Final plan presented to the Planning and Sustainability Commission on July 26, 2022
1B-17	Columbia/Lombard Mobility Corridor Plan (2021)	Complete – Adopted by City Council, Resolution No. 37545
1D-16	Pedestrian Master Plan Update (2019)	Complete – Adopted by City Council, Resolution No. 37429
1E-15	Enhanced Transit Corridors Plan (2018)	Complete – Adopted by City Council, Resolution No. 37369
1B-14	Growing Transit Communities (2017)	Complete – Adopted by City Council, Resolution No. 37314
1C-14	Portland Truck Parking and Loading Plan (2016)	Complete – Final Plan Published online
1E-13	Centers and Corridors Parking Management Tool (2018)	Complete – Adopted by City Council, Resolution No. 37339
1F-13	Tryon and Stephens Headwaters Neighborhood Street Plan (2015)	Complete – Adopted by City Council, Resolution No. 37162
1A-12	Division-Midway Neighborhood Street Plan (2015)	Complete – Adopted by City Council on October 15, 2015
1B-12	Central City Multimodal Mixed-Use Area and Transportation Policies Project	Complete – Components informed the 2035 Comprehensive Plan and the re-adopted Central City 2035 Plan, Ordinance No. 189000

Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with good transit?

This plan update will accommodate the production of dense, mixed-use housing at a variety of price points. Multiple housing projects in the area have stalled due to the cost of transportation improvements and uncertainty about the suitability of the surrounding transportation network. This project will facilitate development by making transportation improvements more cost-effective. This will further lead to better multimodal infrastructure, improving access to jobs and opportunities.

Required forms

Title VI: Racial & Ethnic Impact Statement form
Cathedral Park TGM - Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

Preparation of application

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Would you like to receive TGM news and updates?

Yes

Today's date

7/27/2023

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

[Home](#) / [Council Documents](#)

191375

Emergency Ordinance

***Authorize application to Oregon Department of Transportation and Department of Land Conservation and Development for Transportation and Growth Management Program grant for the Cathedral Park Neighborhood Street Plan not to exceed \$250,000**

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. The Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) are co-sponsoring a Transportation and Growth Management (TGM) Program, which provides resources to help communities to prepare transportation and land use plans to respond to pressing transportation, land use, and growth management issues.
2. The mission of the TGM program is to support community efforts to provide transportation infrastructure that supports planned land uses, including reducing development costs related to housing development.
3. The Portland Bureau of Transportation (PBOT) has existing programs aimed at implementing the State Transportation Planning Rule (TPR) and Portland's Transportation System Plan (TSP), to reduce traffic congestion, improve air quality, improve safety, increase multi-modal transportation opportunities, and improve livability and economic vitality for City residents.
4. PBOT has identified a grant proposal to help update and implement the TSP by updating the master street plan and developing new right-of-way standards to guide redevelopment requirements in the Cathedral Park neighborhood, which includes a portion of the St Johns Town Center identified in the Portland Comprehensive Plan.
5. Local match in the amount of \$35,000 will be provided by funds from General Transportation Revenues in the form of salary, benefits, and

Introduced by

[Commissioner Mingus Mapps](#)

Bureau

[Transportation](#)

Contact

Zef Wagner
PBOT Planner

✉ Zef.Wagner@portlandoregon.gov

📞 [503-823-7164](tel:503-823-7164)

Mike Serritella

PBOT Planner

✉ mike.serritella@portlandoregon.gov

📞 [503-823-4416](tel:503-823-4416)

Requested Agenda Type

Consent

Date and Time Information

Requested Council Date

July 19, 2023

materials and services in the FY 2024-2025 and FY 2025-2026 budgets of PBOT.

6. PBOT will submit the following grant application:

- A. The Cathedral Park Neighborhood Street Plan will develop an updated master street plan for the Cathedral Park neighborhood that will clarify the intended future design and use of the undeveloped and underdeveloped rights-of-way throughout the area and provide context-sensitive policy guidance for development review and capital projects in the future. The plan will also develop right-of-way standards for the area to specify the appropriate level of roadway improvements to be required as a condition of redevelopment, with the goal of providing the most critical transportation facility needs while reducing the high costs and barriers to housing development currently experienced given steep topography, small block sizes, and stormwater management challenges.

NOW, THEREFORE, the Council directs:

- A. The Commissioner-in-Charge is hereby authorized to make application to the ODOT/DLCD Transportation and Growth Management Program for one grant in the amount of up to \$250,000.
- B. The Commissioner-in-Charge is authorized to provide such information and assurances as are required for the grant period.
- C. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because the grant application is due to ODOT/DLCD by July 27, 2023; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council

July 19, 2023

Auditor of the City of Portland

Simone Rede

Impact Statement

Purpose of Proposed Legislation and Background Information

- The purpose of this legislation is to establish City Council support and authorization to submit a grant application to the Oregon Department of Transportation and Department of Land Conservation and Development through the Transportation and Growth Management (TGM) Grant Program. The Portland Bureau of Transportation will submit one grant application for the Cathedral Park Neighborhood Street Plan, which will update the master street plan and develop new right-of-way standards for the Cathedral Park neighborhood to better align transportation needs with planned land uses and reduce the high costs and other barriers to housing development in the area.

Financial and Budgetary Impacts

- If the grant is awarded, the total estimated cost to complete this plan is \$285,000 over roughly two years.
- Changes to appropriations will be addressed if the grant is awarded.
- The TGM Grant program will pay up to an estimated \$250,000. Local match in the amount of \$35,000 will be provided by staff time funded by General Transportation Revenue in PBOT’s FY 2024-2025 and FY 2025-2026 operating budgets in the Planning Division.
- Summary table of project to be submitted for funding:

Project	Cost
Cathedral Park Neighborhood Street Plan	\$285,000
Grant Request	\$250,000
Local Match	\$ 35,000

Community Impacts and Community Involvement

- This ordinance will allow the Portland Bureau of Transportation to seek funding for a neighborhood planning effort that will include development and implementation of a robust public involvement plan including opportunities for community collaboration and feedback to inform the plan recommendations.

100% Renewable Goal

n/a

Budget Office Financial Impact Analysis

This action authorizes PBOT's grant application to ODOT and the Oregon Department of Land Conservation for \$250,000 towards the Cathedral Park Neighborhood Street Plan. If granted, the project cost would require \$35,000 in local match funds that would be supported through General Transportation Revenues via staff time in the bureau's FY2024-25 and FY2025-26 operating budgets.

Agenda Items

603 Consent Agenda in [July 19, 2023 Council Agenda](https://www.portland.gov/council/agenda/2023/7/19)
(<https://www.portland.gov/council/agenda/2023/7/19>)

Passed

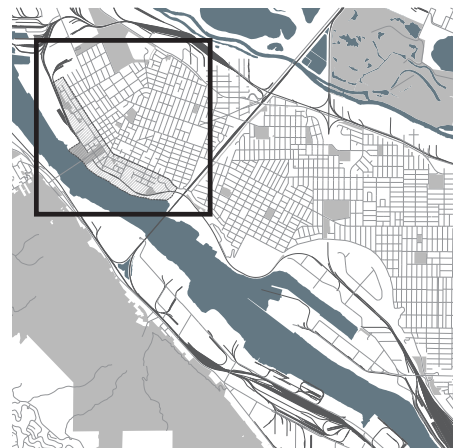
Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Dan Ryan Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Absent



July 20th, 2023



Dear Members of the Grant Committee,

I am writing on behalf of the St. Johns Neighborhood Association to express our strong support for the grant application being submitted by the Portland Bureau of Transportation (PBOT). We wholeheartedly endorse their proposal to acquire funding for the Cathedral Park Neighborhood Street Plan.

Cathedral Park and the St. Johns Neighborhood are vibrant and diverse communities that are home to many residents that are in all stages of life. Some of these individuals living in Cathedral Park face considerable challenges due to the current state of the streets in their area, making it difficult for them to access essential services, employment opportunities, and recreational amenities. By investing in street and transit improvements, we have the opportunity to enhance their quality of life significantly.

Additionally, the implementation of public transit bus access in Cathedral Park is currently impeded by the poor condition of the streets. By allocating resources towards street improvements, we can overcome this barrier and facilitate the installation of much-needed bus stations. Improved public transit access will not only benefit our current residents but also encourage greater usage of public transportation, resulting in reduced traffic congestion and environmental benefits for our entire community.

In conclusion, we believe that PBOT's grant application aligns perfectly with the needs and aspirations of our neighborhood and the Cathedral Park Neighborhood. The proposed Cathedral Park Neighborhood Street Plan and subsequent improvements would have a transformative impact on the lives of our low-income and elderly residents, as well as pave the way for future development and enhanced public transit options. We urge you to give this application your full consideration and support its funding.

Thank you for your attention to this matter. If you require any additional information or have any questions, please do not hesitate to contact me at Info@stjohnspdx.org. We appreciate your dedication to supporting communities like ours and look forward to the positive changes that this grant funding can bring to the St. Johns and Cathedral Park Neighborhoods.

Sincerely,

A handwritten signature in black ink, which appears to read "Patrick Theiss". The signature is fluid and cursive, written in a professional but personal style.

Patrick Theiss - St. Johns Neighborhood Association Chair



Cathedral Park Neighborhood Association
7949 N. Edison St.
Portland OR 97203
July 20, 2023

Dear grant committee,

We strongly support improvements that will allow Cathedral Park Neighborhood Association residents with diverse physical abilities access the St. Johns Pedestrian District and town center for services and grocery shopping.

The Willamette Bluff system runs the length of the neighborhood association area encompassing about 1 mile from the north to the south. The size and steepness of the Bluff hillside near the river presents a barrier to those at its base who do not have vehicles or who are less mobile. It becomes challenging and in some cases impossible for elders, and differently-abled residents to access vital neighborhood resources such as grocery stores, services and the library. This is compounded by the fact that much of the neighborhood is zoned for multi-family dwellings and promoted as being “walkable.”

Residents of the new Cathedral Village Apartments at 6520 N. Salem Ave., an affordable housing development, have given CPNA board members feedback requesting that a Trimet bus stop be located near the building. James, a resident who uses a wheelchair, has even initiated a petition among tenants (see attached).

Other North Portland-wide amenities located at the base of the steep hill include Cathedral Park that attracts city-wide use; St. Johns Work Space a retail, crafts and service hub; Green Anchors is a maker space; and Baltimore Woods Natural Area is a half-mile long corridor of Oregon oak restoration. Future amenities include the Willamette Cove and the regional npGreenway and 40-Mile Loop Trails. Access to these amenities is also limited to differently-abled people who find it difficult to traverse down the steep hill.

Amenities at both the top and bottom of the Bluff should be available to all residents no matter their mobility especially since the St. Johns Plan 2004 suggests that the Pedestrian District should expand down the hillside and will eventually encompass much of the Cathedral Park neighborhood.

Street improvements and Trimet bus service that could help facilitate better access of residents to amenities are strongly supported by the Cathedral Park Neighborhood Association Board.

Sincerely,
Cathedral Park Neighborhood Association Board

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. ☐ The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

2. ☐ The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

3. ☒ The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

☒ *By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.*

Dated: 07/27/2023

Printed Name: Mike Serritella

Title: Senior Transportation Planner

Agency Name: Portland Bureau of Transportation

¹ "Minority person" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.