

2022 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2022 Application Packet](#) and [2022 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 28, 2022 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.

Primary applicant jurisdiction

City of Portland

Mailing address

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

Website

<https://www.portland.gov/>

Contact person name

Nick Falbo

Contact person title

Senior Transportation Planner

Contact phone

(503) 823-6152

Contact email

nick.falbo@portlandoregon.gov

Would you like to receive TGM news and updates?

No

Authorized representative name, if different from the applicant contact

N/A N/A

Authorized representative title

N/A

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title

The Green Loop Concept 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

GreenLoopTGM_ConceptPlanStudyArea.pdf

Option 2: Project area description

ODOT region (1-5)

Region 1

[ODOT Region Map](#)

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

The Portland City Council adopted Green Loop Vision is a six-mile linear park where people can experience Portland's civic heart through active transportation. This project will develop a concept plan for the Green Loop to assess the area context, finalize the Green Loop alignment, and recommend an implementation framework and supportive land use regulations.

The project will finalize a Green Loop alignment and assess the community context of the Green loop as an essential urban transportation system to support residents, workers and visitors. The work will strengthen partnerships with other bureaus to identify the shared needs and opportunities provided by the alignment. The plan will develop an implementation strategy for the Green Loop, including a project list with planning level cost estimates and recommended land use regulations to encourage supportive frontage development.

Project cost table

TGM funds requested	Consultant \$100,000.00	Local reimbursement \$120,000.00	Total TGM funds requested \$220,000.00
Local match			Minimum Match (Calculated) \$30,000.00
Match to be provided	Labor, supplies and services during project \$30,000.00	Payment when Intergovernmental Agreement is signed \$0.00	

Certifications

Certifications

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

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

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

GreenLoopTGM_PBOTDirector_Letter.pdf

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 8 of the 2022 Application Instructions.

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

Portland City Council adopted the vision for the Green Loop in 2018 as a strategy to improve health outcomes, support business districts, expand inclusive access to regional destinations and support the growth of Portland's Central City.

The Central City takes up 3% of the City's land while holding 11% of our housing units and 47% of Portland's city funded/regulated affordable housing supply. The Central City is home to concentrations of Portlanders living on incomes lower than the citywide median, and 33% of downtown residents do not have access to a vehicle. The area is intended to accommodate 30% of the city's projected future growth.

The need and opportunity to build a healthy, prosperous Central City persist and are more urgent than ever in the face of COVID-19. There is a need to reaffirm the City's values toward equity and sustainability while generating renewed interest and community enthusiasm about rediscovering and reinvesting in the vital

Central City.

This project seeks to improve active transportation that is safe, comfortable, and accessible through a linear park that loops through the city's central neighborhoods. The plan will help to achieve the goals of the Central City 2035 Plan, the Comprehensive Plan, the Vision Zero Action Plan, the Transportation System Plan, and the Regional Transportation Plan. The prioritized area will impact thousands of residents, many of whom are BIPOC or live on low incomes. The proposed Green Loop Concept Plan would advance the vision of the Green Loop into an actionable plan for implementation, including recommended project lists, and land use regulations.

When built, the Green Loop will provide transportation choices to support communities with the balanced and interconnected transportation necessary for mobility, equity, and economic growth.

- The proposed project intends to provide safe and comfortable mobility options for people walking, rolling, and bicycling through and to the Central City's neighborhoods while connecting them to mass transit to get them to more distant destinations easily. It will provide and reinforce transportation options by expanding safer movement and access for non-auto modes.
- The Central City is home to high concentrations of Portlanders living on incomes lower than the citywide median, and 33% of downtown residents do not have access to a vehicle. The Green Loop will increase access to affordable, healthy transportation options to vital services, educational opportunities, and jobs for underserved residents while making mobility safer for people without access to cars.

The Green Loop will create communities composed of vibrant neighborhoods and lively centers linked by accessible transportation.

- The Green Loop will link some of the city's most dense neighborhoods through accessible active transportation.
- It will more easily connect residents to existing multimodal infrastructure to help them get to centers throughout Portland and the metro region.
- The plan will support safe and comfortable access to the Central City's services, shops, schools, parks, while supporting the social, cultural, and health needs of households of all incomes, ages, and abilities.

The Green Loop will support economic vitality and growth by planning for land uses and the movement of people and goods.

- In addition to increasing access to jobs, training, and educational opportunities, the Green Loop is modeled to produce hundreds of jobs and millions of dollars in economic output in various sectors. Research has shown that active transportation infrastructure like the Green Loop has positive impacts of business activities and economic vitality in a region.
- The Green Loop Concept Plan will include an assessment of the community context of the alignment as an essential transportation network to support residents, workers, and visitors.

The Green Loop will save public and private costs with compact land uses and well-connected transportation patterns.

- The Loop will be effectively integrated into the many transit options in the area while further incentivizing development in areas with the city's most compact land uses.
- A key objective of the Green Loop Concept Plan is to form partnerships with other city bureaus toward the project's implementation, which will integrate more efficient decision-making in land use, transportation, parks/open space, and environment.

The Green Loop will promote environmental stewardship through sustainable land use and transportation planning.

- A goal of Portland is to achieve a climate resilient urban form. This is achieved through compact development, green infrastructure, and an active transportation system that reduce carbon emissions and improve community resilience to the effects of climate change.
- The vision for the Green Loop is a symbol of environmental stewardship in the heart of an urban area. The Council adopted Green Loop Design Principles tie land use to active transportation and urban forestry.

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 10 of the 2022 Application Instructions.

Explain how your proposed project is timely and urgent

This project is timely and urgent to build on and advance 2018 City Council Resolution 37361, resolving that "City Council authorizes the Bureau of Planning and Sustainability (BPS) and other City bureaus to further develop the alignment, key connections, design character and engineering of the Green Loop."

This project is also timely and urgent with pending adoption of the Department of Land Conservation and Development's Climate-Friendly and Equitable Communities (CFEC) rules, which will support the Portland metro in implementing the region's 2040 Growth Concept. While Portland is committed to creating neighborhoods where people can live without personal automobiles, CFEC rules will require Portland to continue to work to ensure that high quality pedestrian, bicycle, and transit infrastructure is available in centers—of which the Central City is the largest and most dense—to provide convenient low-carbon transportation options in the area expected to grow the most of any in the city. Portland is expected to add over 200,000 residents and more than 100,000 jobs over the next 20 years, with almost a third of that growth projected to occur in the Central City.

The Green Loop Concept Plan is a necessary step toward implementing other high priority redevelopment plans, such as the Broadway Corridor Master Plan and the South Park Blocks Master plan. These redevelopment visions include the Green Loop as an integral component and rely on completion of the full loop to reach their maximum potential.

Without more implementation clarity on the Green Loop, the City is missing opportunities to leverage active development in the Central City to provide Green Loop supporting amenities. Adopting the final alignment and supportive land use policies will integrate the Green Loop into private development and prompt future Green Loop capital project construction.

Lastly, since the adoption of the Central City 2035 Plan, significant changes have been proposed in the Lloyd District (e.g. modifications to the proposed I-5 Rose Quarter Improvement Project, and redevelopment proposals for the Lloyd Center Mall) that will shift the district from an office and retail focus to a residential mixed-use focus. Thus, the alignment and character of the Green Loop through the district will need to respond in kind. Further, following the economic downturn associated with the Central City with the COVID 19 pandemic, the Green Loop is viewed as a means to encourage renewed interest in the Central City by employees, visitors, and others as it will better connect districts, amenities, and various points of interests in the city center, assisting in the long-term recovery of the Central City as a whole.

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 11 of the 2022 Application Instructions.

Explain how your proposed project approach supports policy decision

The Portland Bureau of Transportation (PBOT) and the Bureau of Planning and Sustainability (BPS) will be the project leads. Both agencies will implement the major components of the project. Other City of Portland bureaus will be coordinated with on the project. Other agency partners may include Portland Parks & Recreation, Bureau of Environmental Services, and Prosper Portland.

We anticipate that consultant services may be utilized on this project to support staff on most tasks. The budget summary includes a 12% match from the City of Portland. 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.

Task 1. Project Coordination, Bureau Facilitation, Community Engagement BPS Lead (\$40,000, 18 months)

PBOT and BPS staff will coordinate consultant team and agency partners and manage the TGM contract process. Staff will create the technical advisory committee with agency representatives from PBOT, PP&R, BPS, Prosper Portland. Staff will establish a community sounding board with organizations such as the Street Trust, Friends of Green Loop, Neighborhood representatives, PSU, PBA, and other community Stakeholders. The project will include public involvement throughout the project, with special emphasis on engaging populations that have not been engaged in the past.

Deliverables: Public engagement plan, project website, online open house and conduct pop-up in person events.

Task 2. Community Context & Needs Identification
BPS Lead (\$30,000, 2 months)

BPS, PBOT and consultant team will develop an atlas of community context to inform identification of needs and consideration. This will include critical factors such as demographics, equity, economic development, open space access, and community resources. This task should identify critical considerations related to displacement risk mitigation, housing policies and opportunities.

Deliverables: Community Context Atlas and Key Considerations

Task 3. Alignment Alternative Assessment
PBOT Lead (\$30,000, 2 months)

PBOT and BPS staff will prepare a summary of adopted plans, TSP Classifications and studies relevant to the Green Loop alignment. Staff and Consultant will evaluate remaining alignment alternatives and develop a recommended alignment and identification of project segments.

Deliverables: Recommended Green Loop Alignment

Task 4. Land Use Recommendations
BPS Lead (\$30,000, 6 months)

BPS staff will identify and develop potential land use regulation responses and refinement relevant to supporting the Green Loop. This includes creation of a character statement, Public trails designation and may include changes to zoning, setbacks, frontage, and trails designations.

Deliverables: Character Statement; Major Public Trails Designation; Other land use changes as appropriate.

Task 5. Design Foundations
PBOT Lead (\$40,000, 2 months)

PBOT and consultant will articulate a phased implementation approach that aligns project aspirations with feasible funding. This will include development of green loop design typology. Consultant will prepare graphic visualizations of the construction strategy and physical design.

Deliverables: Recommended quick-build to permanent vision; Design typology; Graphic Visualizations

Task 6. Implementation Strategy
PBOT Lead (\$40,000, 2 months)

PBOT and consultant will conduct analysis to anticipate and document impacts of the recommended alignment in preparation for future project development and funding. Staff will develop a project list prioritized with an equity lens, with planning level cost estimates for quick build and permanent construction.

Deliverables: Circulation analysis; Parking impact Analysis; Segmented project list with cost estimates;

Equitable funding sources summary; Maintenance considerations

Task 7. Draft Plan

PBOT Lead (\$40,000, 4 months)

Building on recommendations developed during previous tasks, consultant will prepare the discussion draft plan suitable to advance for review by the public and the design commission, with refinement prior to City Council for adoption.

Deliverables: Discussion Draft Green Loop Concept Plan; Community engagement; Design Commission engagement

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 13 of the 2022 Application Instructions.

Upload letters of support from stakeholders here

GreenLoopTGM_FOG_Letter.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 14 of the 2022 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. Additionally, BPS will assign an experienced land use planner to partner on the project, lead the land use tasks and share in co-lead duties with the public, other bureaus, and local decision-makers. 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

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TGM File Code	Project Title	Status
1B-19	Lower Southeast Rising Area Plan	Active – Online open house closed on June 30, and project staff is reviewing survey feedback for upcoming report
1C-19	Parkrose Community Plan	Active – Draft final plan presented to the Planning and Sustainability Commission on July 26
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

Required forms

Title VI: Racial & Ethnic Impact Statement form
GreenLoopTGM_RacialImpactStatement.pdf

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

Today's date

7/28/2022

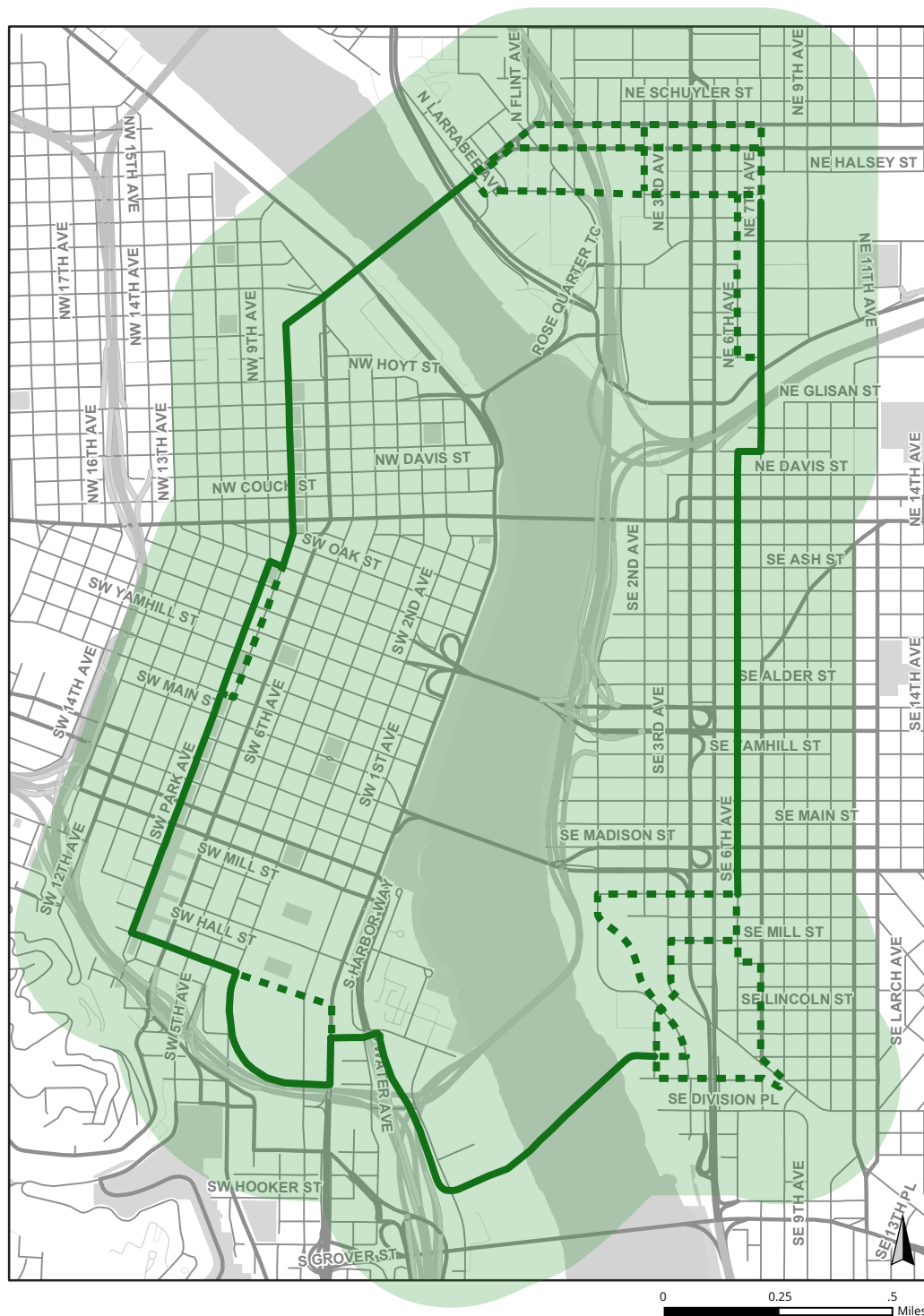
If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator



Rachael.LEVASSEUR@odot.oregon.gov

7/28/2022



Green Loop Concept Plan

Preliminary Alignment and Project Area

-  Green Loop Recommended Alignment
  Green Loop Concept Plan Study Area
- Green Loop Alternate Alignment



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Ave, Suite 1331, Portland OR 97204

Main: 503-823-5185 TTY: 503-823-6868 Fax: 503-823-7576 Portland.gov/Transportation

Jo Ann Hardesty Commissioner **Chris Warner** Director

July 28, 2022

Glen Bolen,
ODOT Region 1 Lead
123 NW Flanders St
Portland, OR 97209

Subject: Authorization for PBOT 2022 TGM Grant Application

PBOT is proud to submit this application for the 2022 Transportation and Growth Management Planning Grant for the creation of the Green Loop Concept Plan. This application is authorized under prior City Council resolution 37361, resolving that "City Council authorizes the Bureau of Planning and Sustainability (BPS) and other City bureaus to further develop the alignment, key connections, design character and engineering of the Green Loop."

The proposed project will finalize the alignment of the Green Loop as a community-supporting element of our transportation system. The plan will recommend an implementation framework for the project, including a project list and planning level cost estimates to prepare the City for future project development.

The community context analysis will reveal the Green Loop's relationship to key demographic and equity indicators, to identify which segments of the Loop are most valuable for priority implementation.

The Project will identify key funding sources and prepare for an equitable funding strategy for future Green Loop implementation.

The effort will strengthen partnerships between bureaus to expand the vision of the Green Loop as a platform for Portland Parks & Recreation to expand tree canopy and green space, Portland Bureau of Environmental Services to manage stormwater needs, and to support community use through street activation.

The plan will integrate land use and transportation, by partnering with BPS to recommending updates to land use regulations to support appropriate design and implementation in conjunction with property redevelopment.

Sincerely,

Chris Warner, Director
Portland Bureau of Transportation



It is the policy of the City of Portland that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination in any city program, service, or activity on the grounds of race, color, national origin, disability, or other protected class status. Adhering to Civil Rights Title VI and ADA Title II civil rights laws, the City of Portland ensures meaningful access to City programs, services, and activities by reasonably providing: translation and interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request these services, contact the Portland Bureau of Transportation at 503-823-5185 or 311 (503-823-4000), for Relay Service & TTY: 711.



July 28, 2022

Glen Bolen, ODOT Region 1 Lead
123 NW Flanders St
Portland, OR 97209

Subject: Friends of Green Loop support for PBOT TGM Grant Application

The Friends of Green Loop is a 501 c3 non-profit organization committed to the implementation, activation and management of the Green Loop. The Green Loop is a 6-mile linear park that will create an entirely new way for people of all ages and abilities to experience Portland's Central City and its many attractions, destinations and cultural institutions. The Green Loop is an integral part of the Central City's recovery – offering a healthy and resilient way to support thousands of workers, residents, students and visitors daily as well as in times of future crisis response.

We write this letter of recommendation in support of the Portland Bureau of Transportation's (PBOT) TGM grant application for the Green Loop Concept Plan, to develop the next steps of planning work on the Green Loop. This work will determine key aspects of the project including the confirmation of its alignment, necessary project lists to implement the project, near and long-term phasing strategies and early design guidance for the project in terms of its built characteristics. The time is right for this more targeted analysis to build on the concept-level and early planning that established the vision for the project and general location for the segments in different quadrants of the Central City.

We believe that Friends of Green Loop can play a key role in this work as both a partner helping confirm the physical alignment and design aspects of the project and a convener/potential public engagement lead, helping to bring new and under-represented voices to the conversation. Friends of Green Loop has extensive experience working with small businesses, new immigrants and BIPOC business owners creating successful spaces for economic development and community placemaking.

We are excited about this grant application for the Green Loop and taking the next steps with PBOT and other partners. We look forward to upcoming conversations and would be happy to follow up on any questions or if more information is needed.

Thank you for your consideration.

Sincerely,

Keith M. Jones
Executive Director, Friends of Green Loop

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:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
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:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
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:

Printed Name:

Title:

Agency Name:

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.