

# 2025 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2025 Application Packet](#) 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 31, 2025 at 11:59 p.m. (PDT)***

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## 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 9 of the 2025 Application Packet.

### Primary applicant jurisdiction

City of Portland

### Mailing address

1221 SW 4th Ave

Address Line 1

Address Line 2

Portland Oregon 97204

City

State

Zip Code

### Website

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

### Contact person name

Mike Serritella

First

Last

### 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**

Michael

First

Jordan

Last

**Title of above named person**

City Administrator

**Phone**

(503) 823-1154

**Email**

Michael.Jordan@portlandoregon.gov

**List co-applicants (if a joint project)**

List co-applicants (if a joint project)

Providing match?

**Upload your resolution or meeting minutes from the governing body of applying jurisdiction(s) here:**

7.30.2025 DCA PBOT Letter.pdf

*PDFs only. Max 2mb per file.*

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## Project information

Response instructions are on page 10 of the 2025 Application Packet.

**Project title**

Lloyd + Albina Great Streets

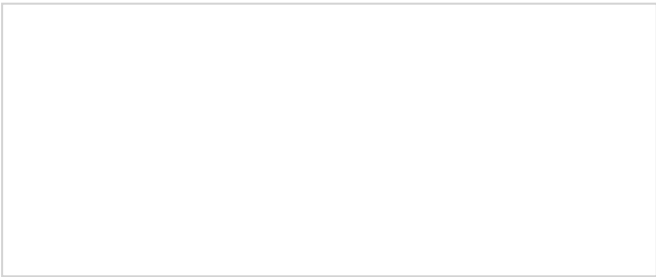
**Project area:** Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

**Option 1: Project area map**

Lloyd Albina 2025 TGM Handout (1).pdf

*PDFs only, 1 file maximum, 2mb file size limit.*

**Option 2: Project area description**



**ODOT region (1-5)**

[ODOT Region Map](#)

Region 1

Refer to the region map if you are unsure of your region.

**Type of grant**

Category 1: Transportation System Planning

**Summary description of project**

The Portland Bureau of Transportation (PBOT) is seeking support for a Transportation and Growth Management (TGM) grant to develop the Lloyd + Albina Great Streets Plan. This work will create a unified vision and strategy to transform two of Central City’s most dynamic redevelopment areas—Lloyd and Albina—into walkable, equitable, mixed-use neighborhoods that support Portland’s climate, housing, and economic goals. Both areas are undergoing major transitions that require updated street designs, clear public realm expectations, and alignment with forthcoming master plans and public-private investments.

*Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)*

**Project cost table**

Response instructions are on page 11 of the 2025 Application Packet.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b>	<b>Local reimbursement</b>	<b>Total TGM funds requested</b>
	\$100,000.00	\$200,000.00	\$300,000.00
<b>Local match</b>	<b>Minimum Match (Calculated)</b> \$34,336.34 <i>Approximately 11.5% of requested funds</i>		
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b>	<b>Payment when Intergovernmental Agreement is signed</b>	
	\$34,500.00		

**Total Match to be Provided**  
\$34,500.00

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## **Award criteria**

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

The application demonstrates the proposed 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 13 of the 2025 Application Packet.**

**What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?**

The Lloyd + Albina Great Streets Plan will provide clear direction to guide public and private investments in two of Portland's most significant Central City redevelopment areas. These adjacent areas in N and NE Portland—Lloyd and Lower Albina—are each experiencing once-in-a-generation transformations that demand a coordinated strategy for multimodal infrastructure, with clearly defined roles for public, private, and community co-investment.

In the Lloyd District, the redevelopment of the Lloyd Center Mall and surrounding parking garages will unlock more than 25 acres of prime land for new mixed-use housing, jobs, and public space. However, the district's existing transportation infrastructure is a legacy of mid-20th-century, auto-centric planning. Wide roadways, discontinuous bike networks, and a diminished public realm create barriers to the vibrant, walkable, and climate-friendly district envisioned for the site. Without a coordinated and updated transportation and public realm plan, future redevelopment may be misaligned with needed public investments, delaying implementation and reducing opportunities to leverage local and external funding sources.

In Lower Albina, the Albina Vision Trust (AVT) is leading a nationally recognized community-centered effort to redevelop the area surrounding the Portland Public Schools' Prophet Education Center and other areas in the Rose Quarter area. This catalytic site is envisioned as the heart of a new neighborhood that honors the community's legacy and fosters cultural and economic resilience. Public right-of-way design must be rethought with care, and in close alignment with AVT's Community Investment Plan and the Reconnecting Albina Planning Project.

Previously, PBOT secured federal funding to redesign Broadway/Weidler, a critical multimodal corridor—but those funds were rescinded by Congress in July 2025, creating a gap in implementation readiness. The urgent need for coordinated design and investment remains, to get this corridor investment shovel ready as nearby development takes shape.

Together, Lloyd and Albina encompass nearly 60 acres of redevelopment opportunity. This project ensures the City and its partners can respond with clarity, coordination, and place-based design tools that reflect shared goals and community priorities.

Ultimately, this plan will:

- Expand transportation choices through safe, multimodal connections;
- Create vibrant, accessible neighborhoods that support walkability and equitable development;
- Support economic development by aligning infrastructure with development;
- Reduce costs by maximizing existing infrastructure and strategically coordinating public and private investment;
- And promote environmental stewardship by enabling low-carbon, compact, transit-oriented development.

The Lloyd + Albina Great Streets Plan is foundational to achieving Portland's climate, housing, equity, and economic development goals in the Central City.

*Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

## **What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?**

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The Lloyd + Albina Great Streets Plan aims to deliver a unified, Council-adopted transportation and public realm strategy for two of Portland's most promising redevelopment areas in the Central City. With over 60 acres of redevelopment potential in the Lloyd District and Lower Albina, this plan will guide public and private investment, ensuring future growth supports multimodal access, equity, and economic opportunity.

Core deliverables include:

Streetscape Concepts for key corridors with engineer level designs and costs: N/NE Broadway/Weidler St , NE Multnomah Street, Green Loop Alignment, NE 7th and 9th Avenue connections

Updated right-of-way standards for the Lloyd + Lower Albina

Identification of priority public space activation sites

Integration with the Lloyd Center Master Plan, PPS Prophet Site Plan, Green Loop Concept Plan and the Reconnecting Albina Planning Project

A funding and implementation strategy utilizing a range of tools such TIF, SDCs, LIDs, and external grant funding

These objectives advance multiple TGM program goals:

1. Provide transportation choices: The plan will update auto-dominated streetscapes with multimodal, people-centered designs that make it safer and more appealing to walk, bike, and use transit. This includes updates to the Broadway Weidler Corridor Plan (1996) and new streetscape plans for other major corridors within the district. These updates will close key gaps in the transportation network and ensure that future infrastructure serves all users—especially those who rely on non-driving options.
  2. Create communities: By aligning public realm investments with major land use changes—such as the Lloyd Center redevelopment and key developments in Lower Albina—the plan helps create cohesive, inclusive districts. It will define clear, connective streets and welcoming public spaces that support a mix of housing, jobs, education, cultural institutions, and regional entertainment centers.
  3. Support economic vitality and growth: Developers and agencies need clarity on future street typologies, access requirements, and cost-sharing strategies. This plan reduces uncertainty, guides site design, and unlocks shovel-ready and grant-ready projects that can catalyze jobs, housing, and economic revitalization.
  4. Save public and private costs: By planning infrastructure in tandem with redevelopment, the City can phase investments more efficiently, avoid redundant construction, and maximize the value of existing assets—while accommodating growth within the urban core.
  5. Promote environmental stewardship: The plan supports climate goals by enabling mode shift and reducing vehicle miles traveled. With high-capacity transit and dense, mixed-use zoning already in place, Lloyd and Albina are among the most effective areas in the city to focus low-carbon development strategies.
-

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

## 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 local conditions or in federal regulations, state requirements, or regional plans
- 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 15 of the 2025 Application Packet.**

### Why is it important to do the proposed project in this grant cycle?

This planning effort is time-sensitive due to parallel momentum in both districts.

The Lloyd + Albina Great Streets Plan is urgently needed to shape public realm and mobility investments during a pivotal window of transformation in two of Portland's most high-opportunity districts. Public and private partners are moving quickly, and without an updated street and right-of-way plan, the City risks falling behind both development momentum and future funding opportunities.

In Lloyd, the redevelopment of the Lloyd Center Mall and surrounding properties represents more than 20 acres of infill potential in Portland's regional center. However, existing Right-of-Way Standards, adopted in 1990, are outdated. They no longer reflect current priorities for multimodal access, equity, or climate resilience. The Central City 2035 Plan has an action item to update them. Similarly, elements of the N/NE Quadrant Plan—including early concepts for the Broadway/Weidler couplet—require modernization and alignment with current best practices and policies. The unexpected rescission of federal funds for that corridor underscores the urgency: PBOT must prepare design-ready projects to remain competitive for state and federal infrastructure funding. This planning effort is essential to build the pipeline of shovel-ready projects needed to respond to federal, state, or regional grant programs.

In Lower Albina, multiple planning efforts are converging—Albina Vision Trust's community-led redevelopment strategy, Portland Public Schools' Prophet Site master planning, and ODOT's I-5 Rose Quarter Highway Cover. However, there is currently no adopted transportation or right-of-way plan for the area. As the highway cap design nears completion and PPS begins its own planning process in late 2025, this grant ensures that PBOT can deliver a unified mobility framework that supports multimodal access and aligns with Albina's equity-centered vision and bridges the gap into the nearby Lloyd neighborhood.

Advancing this work now will position Portland to compete for infrastructure funding, partner more effectively with developers, and ensure that the transformation of these neighborhoods reflects shared public values from the start.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

**What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?**

The proposed project is entirely within the jurisdiction of the City of Portland and does not require additional legislative or administrative actions to move forward. The land is already within the urban growth boundary and is designated for high-density, mixed-use development through the adopted Central City 2035 Plan and associated zoning.

PBOT has already initiated pre-scoping discussions internally and with external partners, including Albina Vision Trust, and private landowners in the Lloyd District. The Planning Division has committed staff time to the project and has budgeted an in-kind match of \$34,500 for the grant application.

Upon grant award, PBOT is prepared to begin early scoping and consultant onboarding, with project kickoff anticipated for mid-2026. Because this planning effort builds on existing goals and frameworks—rather than requiring new regulatory approvals—it can proceed on a timely schedule and deliver actionable outcomes by early 2028.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?**

This planning effort is closely aligned with several initiatives:

Lloyd Center Master Plan (forthcoming): will set land use and urban design direction for the former mall site.

PPS Prophet Site Master Plan (forthcoming): reimagines the site as a cultural and educational hub for the Black community.

Green Loop Concept Plan (in progress): Will finalize alignment recommendations for the Green Loop and provide an implementation strategy.

Reconnecting Albina Planning Project (in progress): develops a development framework plan for the Albina Vision Community Investment Plan area, I-5 Rose Quarter Highway Caps, and proximate areas along NE Broadway and Weidler.

Central City in Motion (adopted 2019): Identifies N/NE Broadway and Weidler and NE Multnomah St as priority corridors for project development and investment.

N/NE Quadrant Plan (adopted 2012): provides a policy framework focused on the Lloyd District and Lower Albina

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**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 16 of the 2025 Application Packet.**

## Tasks and deliverables table

### What are your proposed tasks and deliverables

#### Task 1: Project Management & Bureau Coordination

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.

Responsible Party: PBOT Planning

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

Expected Timeline: Ongoing through plan process (Summer '26 through Spring '28)

Approximate Budget: \$30,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

## Task 2: Public Involvement & Community Engagement

Description: PBOT planning staff will manage consultant staff to develop and implement a comprehensive public engagement strategy and communication plan in support of the plan. This will include a public engagement consultant to manage a full 12 to 18 month scope of work to engage the general public through a variety of interactive methods. In addition to this general approach, PBOT will be looking for a sub-consultant or separate contract to design and deliver culturally specific engagement.

Responsible Party: Consultant Staff

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

Expected Timeline: 3 months (Summer/Fall '26) for engagement and communication plan; 18 months (Summer '26 through Spring '28) for public engagement activities

Approximate Budget: \$80,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

## Task 3: Neighborhood Atlas / Opportunities and Constraints Memo

Description: PBOT Planning staff will develop a Neighborhood Atlas for Lloyd and Albina thoroughly documenting existing conditions including transportation, land-use, demographics, development, environmental, infrastructure, resiliency, and other considerations as related to the 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.

Responsible Party: PBOT Planning

Deliverables: Existing Conditions Report; Opportunities & Constraints Report

Expected Timeline: 3 months (Summer '26 through Fall '26)

Approximate Budget: \$30,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

#### Task 4: Urban Design Framework Development

**Description:** At the onset of the planning process, PBOT staff will develop an “Urban Design Framework” for the Lloyd + Albina study area. This framework will consider transportation, development, open space, and land use elements and serve as the guiding framework for future corridor planning and right-of-way standard development. The framework will identify ‘special streets’ within the districts that will be further developed either through corridor plan updates OR through specific overlays or special right-of-way treatment. The output of this planning phase will provide focus and direction for subsequent Task 5 through Task 7 of this planning process.

**Responsible Party:** PBOT Planning OR Consultant Staff

**Deliverables:** Lloyd + Albina Urban Design Concept Document

**Expected Timeline:** 2 months (Fall ‘26)

**Approximate Budget:** \$20,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

#### Task 5: Corridor Concepts & Right-of-Way Alternatives

**Description:** During this phase of the process, PBOT Planning and Engineer staff will develop concepts for new and/or updated corridor plans for major corridors throughout the Lloyd + Albina districts. Specifically, this would include recommended updates to the 1996 Broadway Weidler Plan, new ideas for a Multnomah Streetscape Plan, as well as new corridor concepts for other significant streets within the district. In addition to these corridor-based concepts, this phase would develop a series of right-of-way standard concepts for the ‘special streets’ identified in the Urban Design Framework phase.

**Responsible Party:** PBOT Planning & Engineering Staff

**Deliverables:** Corridor Design Alternatives (5% Concept); Right-of-Way standard concepts

**Expected Timeline:** 6 to 9 months (Winter ‘27 – Summer/Fall ‘27))

**Approximate Budget:** \$80,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

## Task 6: Draft Plan Recommendations

After evaluating alternatives and considering public input, the project team will develop a recommended street plan update with relevant corridor plan updates and draft right-of-way standards for public review and input. The deliverable will focus on street design recommendations and a preferred concept for each major corridor, and a collection of standard drawings for the right-of-way standards. The deliverable will consist of draft plans, standard drawings in an interactive, accessible web-based format.

Responsible Party: PBOT Planning & Engineering Staff

Deliverables: Corridor Design Recommendations (Engineer level Concept); Right-of-Way Standards Recommendations

Expected Timeline: 3 months (Fall '27 – Winter '28)

Approximate Budget: \$30,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

## Task 7: Final Plan Document & Council Adoption Process

Based on final public feedback and further technical analysis, the PBOT planning team will compile and finalize the Lloyd + Albina Great Streets Plan document. This document, developed as both an interactive, accessible web-based document and formal PDF with appendices will include updates to all major corridors and clear right-of-way standards to guide public and private investments in the Lloyd + Albina districts. The plan will be recommended for adoption by Portland City Council and will include relevant Transportation System Plan project and classification updates.

Responsible Party: PBOT Planning

Deliverables: Lloyd + Albina Great Streets Plan Document, Right-of-Way Standard Updates

Expected Timeline: 3 months (Winter '28 – Spring '28)

Approximate Budget: \$20,000

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made,

and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

### **How will the project approach support investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules?**

The project supports OTP goals by:

Advancing Goal 1 and Goal 2 by improving pedestrian, bicycle, and transit access.

Supporting Goal 3 by creating a collection of street plans and right-of-way standards that enables dense mixed-use redevelopment.

Advancing Goal 4 by reducing reliance on automobiles through walkable and transit-oriented street design.

Aligning with Goal 7 by integrating city-led planning efforts with regional and community-led initiatives.

Under the TRP, the project helps implement the following key provisions:

OAR 660-012-0015: The project integrates land use and transportation planning.

OAR 660-012-0035 & 0031: The project advances the development of a local transportation system plan (TSP) that meets TPR requirements for multimodal planning, system efficiency, and safety.

OAR 660-012-0045: The plan supports compact, mixed-use development in designated centers.

*Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

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

No separate legislative process is anticipated. The plan will be adopted by Portland City Council as a standalone strategic guidance document with references incorporated into the City of Portland's Transportation System Plan.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

### **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 17 of the 2025 Application Packet.**

#### **Upload letters of support here**

AVT's Lloyd-Albina Letter of Support\_signed.pdf

Lloyd + Albina Letter of Support\_Go Lloyd.pdf

*PDFs only. Max 2 mb per file.*

**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 18 of the 2025 Application Packet.**

**Describe the experience and availability of key staff**

PBOT’s Planning Division will lead this project, with Mike Serritella serving as the Project Manager. Mike brings nearly decade of experience managing complex multimodal plans and has successfully delivered complex area plans, including the North Portland in Motion Plan and the forthcoming Reconnecting Albina Planning Project. Additional staff from the Portland Bureau of Planning and Sustainability, City of Portland Public Works Service Area, and Prosper Portland will provide interagency support.

*Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years**

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 ensue 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.

*Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

**If applicable, list applicant’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
<input type="text"/>	Green Loop Concept Plan (TGM '22)	<div>began in 2025, expected completion Fall 2026</div> <div>300 character limit.</div>
<input type="text"/>	Lower Southeast Rising Area Plan (TGM '19)	<div>adopted by Portland City Council in Fall 2024</div> <div>300 character limit.</div>
<input type="text"/>	Parkrose Neighborhood Action Plan (TGM '19)	<div>completed in Summer 2022</div> <div>300 character limit.</div>

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## Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

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

By creating multimodal, mixed-use districts with enhanced public realm and clear development guidance, this plan directly supports the creation of walkable workforce housing in two of Portland's most accessible and infrastructure-rich neighborhoods. The Lloyd Center site alone is expected to support 1,000–2,000 new housing units, many of which could serve moderate-income residents. The Prophet Site also presents a major opportunity for Black-centered affordable housing connected to education, cultural assets, and transit.

*Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)*

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## Required forms

**Title VI: Racial & Ethnic Impact Statement form**  
Racial-Ethnic-Impact-Statement.pdf

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

*PDFs only. Max 2 mb per file.*

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## Certifications

Response instructions are on page 20 of the 2025 Application Packet.

### 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
- ☐ This application was prepared by the following COMPENSATED consultant (indicate below)
- ☐ This application was prepared by the following UNCOMPENSATED consultant (indicate below)

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**Would you like to receive TGM news and updates?**

☒ Yes ☐ No ☐ I am already subscribed

*Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.*

**Today's date**

7/31/2025

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

Rachael Levasseur

Planning Section Web Coordinator

[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)



**From:** [BOLEN Glen A](#)  
**To:** [Fehner, Carson](#); [ROCK Michael D](#); [ELANDT Virginia](#)  
**Cc:** [Serritella, Mike](#); [Leclerc, Mauricio](#)  
**Subject:** RE: Your TGM application needs a few changes. 2025 Transportation Growth Management Grant Application - Mike Serritella  
**Date:** Friday, August 1, 2025 7:18:54 AM

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Virginia,

Can you change the Cognito response to allow the Portland submittal? As we discussed a few weeks ago, the new form of government (12 new city councilors) is still finding it's process and bureaus are needed many weeks if not months to get items on the council agenda. In this case the Deputy City Administrator is speaking on behalf of the mayor and council.

Thanks,  
Glen

Glen Bolen AICP  
Principal Planner  
Oregon Dept of Transportation  
123 NW Flanders St.  
Portland, OR 97209  
[glen.a.bolen@odot.oregon.gov](mailto:glen.a.bolen@odot.oregon.gov)  
Mobile: (503) 539-8454  
Preferred Pronouns: He/Him/His

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**From:** Fehner, Carson <[Carson.Fehner@portlandoregon.gov](mailto:Carson.Fehner@portlandoregon.gov)>  
**Sent:** Thursday, July 31, 2025 3:39 PM  
**To:** BOLEN Glen A <[Glen.A.BOLEN@odot.oregon.gov](mailto:Glen.A.BOLEN@odot.oregon.gov)>  
**Cc:** Serritella, Mike <[Mike.Serritella@portlandoregon.gov](mailto:Mike.Serritella@portlandoregon.gov)>; Leclerc, Mauricio <[Mauricio.Leclerc@portlandoregon.gov](mailto:Mauricio.Leclerc@portlandoregon.gov)>  
**Subject:** FW: Your TGM application needs a few changes. 2025 Transportation Growth Management Grant Application - Mike Serritella

You don't often get email from [carson.fehner@portlandoregon.gov](mailto:carson.fehner@portlandoregon.gov). [Learn why this is important](#)

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hi Glen,

Mike (currently out of the office) received this email about the TGM grant we just submitted. You had

mentioned to him previously that a letter from our Deputy City Administrator would meet the resolution or meeting minutes requirement and we just wanted to confirm with you that this was still sufficient.

Thanks,  
Carson

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**From:** ODOT <[notifications@cognitoforms.com](mailto:notifications@cognitoforms.com)>

**Sent:** Thursday, July 31, 2025 2:43 PM

**To:** Serritella, Mike <[Mike.Serritella@portlandoregon.gov](mailto:Mike.Serritella@portlandoregon.gov)>

**Subject:** Your TGM application needs a few changes. 2025 Transportation Growth Management Grant Application - Mike Serritella

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## ODOT

### 2025 Transportation Growth Management Grant Application

Dear applicant,

Your TGM application needs some changes:

The grant application must include either 1) a resolution of support from a governing body or 2) minutes from a governing board meeting that demonstrate understanding and support of the project. The DCA PBOT letter attached is a letter of support from the City Administrator's office. Further details about this requirement can be found on page 5 of the application packet:

[https://www.oregon.gov/lcd/TGM/Documents/TGM\\_2025\\_Application\\_Packet.pdf](https://www.oregon.gov/lcd/TGM/Documents/TGM_2025_Application_Packet.pdf)

Click the Open Form button to complete these changes. Once you have made changes, click the submit button again.

[Open Form](#)



# City of Portland

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City Administrator  
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971-930-3172

Languages Spoken:  
English, Tamil, and Hindi



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## Deputy City Administrator Public Works Service Area Priya Dhanapal

(She/her) Priya.dhanapal@portlandoregon.gov

July 30, 2025

Oregon Department of Transportation  
Transportation and Growth Management Program

To Whom It May Concern,

As Portland's Deputy City Administrator of Public Works, I am pleased to offer my strong support for the Portland Bureau of Transportation's application for a TGM grant to develop the **Lloyd + Albina Great Streets Plan**.

Lloyd and Albina are two of the most critical redevelopment areas in Portland's Central City. Together, they represent a major opportunity to advance the City's goals around equitable development, housing, climate action, and economic resilience. The proposed planning effort will provide a clear, implementable vision for future public realm investments and transportation infrastructure, ensuring our transportation system evolves alongside community-led development. The City previously secured federal funding for the Broadway/Weidler corridor – funding that was rescinded by Congress. This plan helps fill that some of the gap and keeps Portland on-track to meet the moment for future growth and development.

This work is especially timely. In Albina, public right-of-way design must align with the transformational vision led by Albina Vision Trust around the redevelopment of the PPS headquarters site in Lower Albina. In Lloyd, the redevelopment of the Lloyd Center Mall provides a once-in-a-generation opportunity to build a new neighborhood in Portland's Central City. Both of these developments call for a safer, more accessible, and more welcoming public realm. This plan will help provide clear design and implementation guidance so that we can get there, together.



# City of Portland

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The Lloyd + Albina Great Streets Plan reflects Portland's commitment to designing streets and public spaces that are inclusive, climate-responsive, and reflective of community priorities. I urge your full consideration and support of this important grant proposal.

Sincerely,

**Priya Dhanapal, P.E.**

Deputy City Administrator, Public Works  
City of Portland

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July 29, 2025

To Whom It May Concern:

On behalf of Albina Vision Trust, I am writing to express our support for the Portland Bureau of Transportation's (PBOT) application for a TGM grant to advance the Lloyd + Albina Great Streets Plan.

As the nonprofit steward of Lower Albina's restorative redevelopment, Albina Vision Trust is leading the long-term, community-driven revitalization of this historic district. Our work includes the catalytic redevelopment of the 10.2-acre Dr. Prophet Education Center site, which will deliver over 1,000 new homes for more than 3,000 working-class Portlanders, along with natural and open spaces, culturally specific mixed-use commercial space, and an education and entrepreneurship hub. This effort is not just about redevelopment—it's about rebuilding a neighborhood that has long borne the harms of displacement and disinvestment.

The Lloyd + Albina Great Streets Plan arrives at a pivotal moment. In Lower Albina, thoughtful public right-of-way design is essential to fulfill the promise of this once-in-a-generation redevelopment opportunity. We are not simply rebuilding a neighborhood—we are repairing generational harm. A street network that reflects the community's vision for safety, beauty, and belonging is foundational to that work.

This plan will help align transportation investments in Albina and Lloyd with community-led development. In Albina, where our work centers Black life and culture, it supports a unified, equitable, and people-centered public realm. We commend PBOT's leadership and urge your consideration and support for this grant application.

Sincerely,

Carly Harrison  
Senior Vice President of Real Estate  
Albina Vision Trust





July 29, 2025

To Whom it May Concern,

I'm writing on behalf of Go Lloyd, a transportation management association located in Portland's Lloyd neighborhood, to express our support for the Portland Bureau of Transportation's application for a TGM grant to develop the Lloyd + Albina Great Streets Plan.

The Lloyd neighborhood has long been a vital center for transportation options, housing, employment and commerce. Yet its aging infrastructure no longer aligns with the city's environmental and economic priorities. With PBOT's redesign funds for Broadway/Weidler rescinded in July 2025, urgent action is needed to preserve the public investment. This grant offers a strategic solution - delivering cohesive, achievable upgrades to support Lloyd's future development.

This plan arrives at a pivotal moment for Lloyd, whereover 25-acres of redevelopment opportunity - including the Lloyd Center Mall - can unlock significant infrastructure potential. With outdated Right-of-Way Standards from 1990, modern upgrades are essential. By supporting economic, environmental, and social growth, while advancing transportation options and neighborhood accessibility, the plan ensures Lloyd keeps pace with changing priorities and better serves its residents.

Go Lloyd is committed to participating in the implementation of the Lloyd + Albina Great Streets Plan, as it will enhance the safety, accessibility, and inclusivity of Lloyd, while working to boost economic and environmental potential. We urge your consideration and endorsement of this grant proposal.

Thank you,

A handwritten signature in black ink, reading "Owen Ronchelli". The signature is written in a cursive, flowing style.

Owen Ronchelli  
Executive Director

## 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 persons<sup>1</sup> 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:

---

<sup>1</sup> “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.