

TGM 2019 Grant Application

Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the [2019 application packet](#) before filling out this grant application. Additional resources and examples of successful applications can be found on the [TGM planning grants page](#).

You can save your progress by clicking the "Save" button at the bottom of the form.

Type of grant

Category 2: Integrated Land Use & Transportation Planning

ODOT region (1-5):

1

Primary applicant jurisdiction:

City of Portland

Project title:

Lower Southeast Portland Area Plan

Mailing address:

1900 SW 4th Avenue, Suite 7100, Portland, Oregon 97201

Contact person name:

Marty Stockton

Contact person title:

City Planner

Contact phone:

(503) 823-2041

Contact email:

marty.stockton@portlandoregon.gov

List other local jurisdictions providing match:

City of Portland's Bureau of Planning and Sustainability (BPS) and Portland Bureau of Transportation (PBOT)

Summary description of project:

The Lower Southeast Portland project area shares many characteristics with East Portland such as unimproved streets, sidewalks gaps, limited street network, poor transit service, and few neighborhood commercial amenities. This area lacks commercial nodes for people to walk or bike to and has limited connections for people to reach surrounding centers or corridors without depending on driving. The area also has a large concentration of low-income households and people of color. The lack of a clear plan for growth and transportation in this area has led to a lack of investment. Without adequate transportation, the area is unable to be zoned for higher density mixed-use development, but the lack of a designated center or corridor also leads to less investment in transportation. This project will develop a land use and transportation plan to organize growth and prioritize investments to make this area a safe, attractive, and affordable place to live, work, and play.

Project cost table

TGM funds requested

Consultant:

\$ Consultant
100,000

Local reimbursement: **\$ Local Reimbursement**
120,000

Total TGM funds requested **\$ Total TGM Funds Requested**
220,000

Local match

12% minimum (calculated) **\$ 12% Minimum**
30,000

Match to be provided

Labor, supplies and services during project: **\$ Labor, supplies and services during project**
30,000

Payment when Intergovernmental Agreement is signed: **\$ Check at time of IGA signing**
0

Certifications

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

Consultant name (if applicable):

Untitled

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. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date

6/6/2019

Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. 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.

1. Clear Transportation Relationship

This project has a clear transportation relationship because it aims to improve the active transportation and transit network in an area that is lacking in transportation infrastructure. The area is one of the last relatively affordable communities in Portland west of I-205, but because of poor sidewalk coverage, limited bike network, and low levels of transit service, residents have few good options other than driving for daily needs, whether work, school, or shopping. This leads to more vehicle miles traveled, higher vehicle emissions, and increased cost of living in an area with high numbers of low-income households and people of color. Those unable to afford to own or operate a motor vehicle find themselves having to walk or bike in unsafe environments or endure long travel times via transit. This plan will conduct a needs assessment for land use changes and transportation improvements, prioritize transportation investments, and develop an implementation strategy.

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.

2. Adoption of Products to Meet Project Objectives

The Lower Southeast Portland Area Plan will be adoption-ready and is expected to be adopted by the Portland City Council as a land use and transportation area plan to guide future regulations, investments, and programs. The plan will recommend strategies and projects that will improve the function of the land use and transportation systems in the area and will help to achieve the goals of the Portland Plan, the Comprehensive Plan, the Vision Zero Action Plan, the Transportation System Plan and the Regional Transportation Plan. This plan will include recommendations for updates to both the Transportation System Plan and the Comprehensive Plan to ensure these plans reflect the specific needs of this area and how it fits into the regional system.

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:

189519 ordinance.pdf

Award criteria

Applications will be scored on the following criteria. Instructions for responding to these criteria can be

found in the [application packet](#).

TGM may award up to 10 bonus points for innovation.

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.

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

The Lower Southeast Portland Area Plan includes portions of the neighborhoods of Brentwood-Darlington, Mt Scott-Arleta, Woodstock and Lents. Specifically, the project area is from SE 52nd to SE 92nd avenues, south of Holgate Boulevard and Foster Road to the southern city limits. This area shares many characteristics with East Portland such as unimproved streets, sidewalk gaps, limited street network, and few commercial amenities. The area also has high concentrations of low-income households and people of color at risk for displacement. There is a need to develop a land use and transportation strategy to promote housing opportunity, housing stability and economic well-being of the community, organize growth and prioritize investments to make this area a safe, attractive, and affordable place to live, work and play.

Objectives/Outcomes:

Develop land use, economic development, housing, and zoning recommendations to create greater economic opportunity in the project area and explore designation of a new center and/or corridor to anchor the community.

Develop a transportation strategy for the area that prioritizes investments in safety, transit, unimproved streets, sidewalk gaps, and bicycle and neighborhood greenway infrastructure.

Adopt a Lower Southeast Portland Area Plan with new and updated land use, economic development, and transportation plan and policy recommendations, as well as action items relating to housing and anti-displacement.

Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

The proposed project intends to address the historic lack of transportation infrastructure investment in the Lower Southeast Portland area that has led to fewer choices for residents in how they access their daily needs. Much of the area developed when it was unincorporated Multnomah County, in a time when County development standards were generally auto-oriented, and was only annexed into the City of Portland in the 1980s. Like similar areas in East Portland and Cully, this part of the City suffers from a lower than usual concentration of paved streets, sidewalks and crossings, and safe and comfortable bike routes. While several bus routes technically serve the area, most of them zig-zag through the neighborhoods at low frequencies, making it time-consuming to access nearby destinations as well as the regional MAX light rail system.

This combination of factors, as well as limited commercial zoning in the area, make driving the default mode of choice in the area. Car dependence is an equity concern since high concentrations of low-income households and a growing number of people of color live in this area, and the need to own and operate a motor vehicle adds a great deal to the cost of living for these underserved communities. People who are unable to afford a car are faced with long journeys via an indirect and infrequent transit network, or a walk or bike ride on streets that lack even the most basic infrastructure like sidewalks, crossings, bike lanes, or neighborhood greenways. In many cases, they may miss out on critical educational or employment opportunities because travel to these destinations without a motor vehicle can become impractical. Unlike similar areas in East Portland in Cully, the Lower Southeast Portland area has not received either focused planning attention or infrastructure investment in recent years. The most recent neighborhood planning was conducted in the early 1990s, and no area-specific transportation planning has been conducted in the decades since. The Transportation System Plan shows very few projects in the area, and

most of the walking, biking, and transit networks are relatively low in the functional classification system. This shows the need for a fresh look at this area and its transportation needs. A clear model for this effort is the TGM-funded Cully Commercial Corridor and Neighborhood Street Plan, an integrated land use and transportation plan that has been highly successful in fostering economic development, creating neighborhood-serving commercial nodes, and driving investment in a growing number of walking and biking routes that serve the diverse community.

This plan will conduct a thorough needs inventory for walking, biking, and public transit in the area, informed by robust public outreach with the diverse communities who could benefit or be impacted by transportation changes, as well as analysis of travel patterns, ridership, safety issues, gaps and deficiencies, and other factors. The needs inventory will be used to develop a list of transportation projects, which will be evaluated and prioritized to produce an investment strategy. The plan will ultimately guide and encourage future investment in giving people more choices beyond just driving to access daily needs, including walking, biking, and transit modes that our city and regional plans tell us we need to be providing. In the future, as both land use and transportation changes are implemented, the people living in this area will have abundant access to a variety of destinations and opportunities both within and surrounding the area with a clear network of safe and comfortable walking, biking and transit routes.

Create communities composed of vibrant neighborhoods and lively centers linked by accessible transportation.

The Lower Southeast Portland Area Plan intends to explore the opportunity of a new neighborhood center or neighborhood corridor designation within the project area, as this geography current lacks this designation. The project area is not benefiting from an equitable system of compact mixed use and commercial centers across the city nor the future investments tied to the intentional investment strategy for complete centers. The result is that residents find themselves having to travel enough of a distance to the nearest centers and corridors in other neighborhoods that walking, biking, or public transit are not good options.

The Lower Southeast Portland Area Plan will build upon the adopted 2035 Comprehensive Plan that supports enhancing centers and corridors across the city along with prior work involving a neighborhood assessment and action plan and a series of local transportation capital improvement efforts. The project goal is to maintain affordability, enhance neighborhood commercial areas and accommodate growth, while increased opportunities for safe walking experience, enhanced bicycle connections, and access to more direct and frequent transit service.

Support economic vitality and growth by planning for land uses and the movement of people and goods.

The Lower Southeast Portland Area Plan will also include a market analysis focused on how to increase jobs, businesses and community services in the area and inform potential center or corridor designations and/or zone changes to anchor the community. A community development component of this work is to make social and political connections to organizations (e.g., Hacienda Community Development Corp.) and programs (e.g., Prosper Portland's Inclusive Business Network) to the area. The transit analysis work mentioned earlier is integral to this objective and how the movement of people and goods to and from the project area will provide additional economic opportunity.

Save public and private costs with compact land uses and well-connected transportation patterns.

Where housing and services are built, where street networks are connected, and how all of this is designed will provide the Lower Southeast Portland Area Plan a key opportunity to: 1) enable people to meet more of their daily needs locally, 2) strengthen neighborhoods, 3) improve equitable access to services, and 4) support healthy, active living. Clustering designations in centers or corridors makes access by transit, walking, wheelchair, and bicycle more practical. Higher density of destinations also creates the anchors needed to support higher frequency of transit service by boosting ridership demand. Exploring designation of a center and/or corridor in the project area, will allow the focusing growth and investment which can also make good use of existing infrastructure capacity and encourage efficiency in new infrastructure investments. A well-connected transportation pattern will also benefit the higher rates of area residents with a disability, up to 17.9%, compared to 12.5% citywide -- a fact that is especially relevant given the infrastructure challenges that the project area faces.

Promote environmental stewardship through sustainable land use and transportation planning.

A goal of Portland is to achieve a climate and hazard resilient urban form. This is done by compact urban

form, green infrastructure, and active transportation system that reduce carbon emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change. The Lower Southeast Portland Area Plan intends to further achieve this objective by coordinating land use and transportation planning in order to introduce a system of centers and corridors in this geography. The Lower Southeast Portland Area Plan's active transportation planning proposal will conduct analysis of the network of parks, streets, City Greenways, and other public spaces in support of community interaction; connection of neighborhoods and destinations (e.g., schools and services) within the project area in support of air, water, land quality, and environmental health.

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 supporting a 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.

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

The City of Portland last completed an integrated land use and transportation plan for this area in 1996 with the Outer Southeast Community Plan. This is in contrast to the East Portland and the Cully areas that have been the focus of more recent planning to address conditions through the East Portland Action Plan (2009) and the Cully-Concordia Assessment (2009) and Action Plan (2010), as well as East Portland in Motion (2012) and the Cully Commercial Corridor and Local Street Plan (2012).

While Portland's close in neighborhoods have become less diverse, the Lower SE Portland area has experienced the opposite trend. Between 2012 and 2017, the share of people of color increased by nearly 23 percent, which increased five times faster than the citywide rate of increase (2008-12 and 2013-17 American Community Surveys). In 2013, portions of the area were designated as "landing zones" based on a gentrification study conducted by Dr. Lisa K. Bates (Griffin, A. (2013). "Portland study targets neighborhoods next up for gentrification." OregonLive.). All of the census tracts in the area are lower than the citywide median in terms of median household income, and most of the project area is higher than the citywide average in terms of percent people of color.

This project is also timely and urgent with pending outcomes of the City's Residential Infill Project and House Bill 2001, which may increase the residential capacity and displacement pressures in the project area, specifically in Brentwood-Darlington, Lents and Mt Scott-Arleta according to recent studies. While it is unclear when or how "missing middle housing" will be expanded, the likelihood is high that some kind of new regulations will be either adopted by the City or enacted at the state level. The City must prepare for this extra growth in the area by planning for improved infrastructure and commercial opportunities.

The area is also characterized by infrastructure deficits such as lack of sidewalks and unpaved roads that impact safety and livability for its residents, including children walking to Title 1 schools. The Brentwood-Darlington neighborhood has especially poor infrastructure, with 10.9% of its streets unpaved and 45.2% of its streets paved but with no curbs. Only 27.6% of all streets and only 59.1% of arterial streets in

Brentwood-Darlington have sidewalks. Because the area is relatively low-income, unsubsidized Local Improvement Districts are not a viable option to address these needs. Therefore, planning is needed to guide public investment in this area to address these concerns.

The project area needs an integrated land use and transportation plan, as it lacks high-quality transit service and basic street infrastructure that permits safe walking, bicycling and driving. This application is a direct response to the Brentwood-Darlington Neighborhood Assessment & Action Plan (2017), which includes Goal 9.2 "Use Complete Neighborhood Strategy to take Brentwood-Darlington through a legislative process." This effort was conducted and prepared for the Bureau of Planning and Sustainability through a Portland State University MURP workshop project. Other recent MURP workshop projects within the Lower Southeast Portland Area Plan boundary include: Alley Allies (2013) in the Mt Scott-Arleta and Foster-Powell neighborhoods and Roadway Not Improved: Exploring Temporary Uses and Community-Based Alternatives for Unimproved Streets (2010) in the Woodstock neighborhood.

3. Proposed project approach is reasonable (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.

3. Proposed project approach is reasonable (up to 20 points)

The City of Portland's Bureau of Planning and Sustainability and Portland Bureau of Transportation will be the project leads in consultation with TriMet. All three agencies will ultimately implement the major components of the project. Other City of Portland bureaus will also be coordinated with on the project. Besides TriMet, other agency partners include: Multnomah County, Oregon Department of Transportation, and Portland Public Schools.

We anticipate that consultant services may be utilized on this project for technical market analysis, transportation needs analysis, and public involvement assistance. The budget summary includes a 12% match from the City of Portland. Additionally, PBOT and BPS expect to supplement the project budget with additional staff time for analysis and public involvement, consistent with past practice.

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. The legislative process includes a public hearing, in this case before the Planning and Sustainability Commission, followed by a hearing before the Portland City Council.

Task 1. Project Management and Public Involvement

Develop a community outreach and engagement plan with an equity focus.

Plan and conduct a variety of outreach events, including stakeholder interviews and public and online open houses.

Convene a community advisory group to meet throughout the project to review products and advise project staff.

Convene a technical advisory group to meet through the project made up of staff from relevant bureaus and agencies.

Develop strategies for distributing information, soliciting input and recruiting participation.

Coordinate with the TGM Contract Administrator to ensure compliance with scope, schedule, and budget.

Task 2. Existing Conditions

Collect data regarding existing conditions for land use and transportation.

Prepare an existing conditions memo including a review of past plans and policies.

Task 3. Opportunity Mapping

Service and Amenities: analyze the project area in terms in terms of the Portland Plan's 20-Minute Neighborhoods Analysis.

Maps: develop an input mapping atlas that includes major destinations and transportation infrastructure.

Prepare an Opportunity Mapping Analysis Memo that documents the service amenities, input mapping atlas and policy review.

Task 4. Land Use Needs Analysis

Identify needs in housing and economic development that are both geographic and community-based. Conduct analysis of commercial real estate and employment indicators to identify opportunities to adjust land use.

Prepare a Land Use and Community Development Needs Analysis Memo summarizing the findings of the evaluation.

Task 5. Transportation Needs Analysis

Identify gaps and deficiencies in the pedestrian, bicycle, and transit networks.

Assess connectivity issues caused by unpaved or undeveloped streets and alleys.

Perform a safety analysis to identify needs and appropriate countermeasures.

Develop a set of potential transportation projects to address the needs.

Prepare a Transportation Needs Analysis Memo summarizing the findings of the evaluation.

Task 6. Land Use and Transportation Implementation Strategy

Land Use and Community Development

Evaluate and prioritize center, corridor designation and/or other approach using agreed-upon criteria and data.

Evaluate mapping proposals in support of center and/or corridor designation.

Review displacement risk mitigation, housing and economic development actions.

Prepare a Land Use and Community Development Implementation Strategy Memo summarizing the recommendations.

Transportation

Evaluate and prioritize transportation projects.

Develop top-tier projects to a concept design level, including alternatives if necessary.

Create planning-level cost estimates and funding scenarios to guide project investments.

Develop non-project recommendations, including programs, policies, and action items.

Prepare a Transportation Implementation Strategy Memo summarizing the recommendations.

Task 7. Discussion Draft

Prepare the Discussion Draft of the Lower Southeast Portland Area Plan for public review and comment to staff.

Task 8. Proposed Draft of the Plan

Prepare the Proposed Draft of the Lower Southeast Portland Area Plan for public review and testimony to the Planning and Sustainability Commission (PSC).

Schedule hearing before the PSC.

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.

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

Community leaders have submitted sixteen local letters of support and a petition for this TGM grant application. Key community partners include Brentwood-Darlington, Lents, Mt Scott-Arleta and Woodstock neighborhood associations, Disability Rights of Oregon, Impact NW, Hacienda Community Development Corp, Latino Network, Microenterprise Services of Oregon, Oregon Walks, Portland Mercado, ROSE Community Development, Southeast Uplift, The Street Trust, Woodstock Community Business Association, 82nd Avenue of Roses Business Association.

A direct quote from the local letters of support is, "the targeted area needs comprehensive planning, as it lacks adequate transit service and basic street infrastructure that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area."

We have also received a letter of support from TriMet, pledging to work with the City of Portland on this

plan.

Upload letters of support from stakeholders here:

Lower SE Area Plan Letters of Support.pdf

5. Proposed project sponsor readiness and capacity (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.

5. Proposed project sponsor readiness and capacity (up to 10 points)

The City of Portland is prepared to complete the project within the TGM timetable. Upon TGM grant notification, BPS will assign an experienced land use 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. In addition, PBOT will assign an experienced transportation planner to partner on the project, lead the transportation tasks and share in co-lead duties with the public and advisory groups. The PM will coordinate communications with the ODOT Project Manager 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.

City 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.

This project will be informed by both the East Portland Action Plan (2009) and the Cully-Concordia Assessment (2009) and Action Plan (2010), as well as the Cully Commercial Corridor and Local Street Plan. These projects delivered the following outcomes:

The East Portland Action Plan led to the hiring an East Portland Action Plan (EPAP) advocate. The EPAP advocated for ODOT to use federal stimulus funds for new lighting on the I-205 multi-use path.

The above-mentioned Cully-Concordia processes led to locating two Neighborhood Prosperity Initiative (NPI) within the subject area along 42nd Avenue and Cully Boulevard. The NPI Program is overseen by Prosper Portland (formerly Portland Development Commission).

Upload supplemental application materials

Project area map (optional):

Lower SE TGM v2.pdf

Title VI: Racial & Ethnic Impact Statement form

Racial-Ethnic-Impact-Statement_LowerSEPortlandAreaPlan_060419.pdf

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

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

Abigail Erickson

Planning Section Web Coordinator

Abigail.ERICKSON@odot.state.or.us

ORDINANCE No. 189519

*Authorize application to the Oregon Department of Transportation and Department of Land Conservation and Development for one Transportation and Growth Management program grant up to \$220,000 for land use and transportation planning (Ordinance)

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 Program (TGM). The program 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 expand transportation choices. By linking land use and transportation planning, TGM works with local governments to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go.
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. The Portland Bureau of Planning and Sustainability (BPS) has existing programs aimed at implementing the Portland Comprehensive Plan and ensuring that neighborhoods have a healthy mix of centers and corridors accessible by walking, biking, or public transit.
5. PBOT, in collaboration with BPS, has identified a grant proposal to help update and implement the TSP and Comprehensive Plan by identifying needed land use and transportation changes in a historically under-served area of the City that lacks commercial centers or corridors and does not have adequate infrastructure to support projected or desired growth.
6. Local match in the amount of \$30,000 (12%) will be provided by funds from General Transportation Revenues in the form of salary, benefits, and materials and services in the FY 2020-21 and FY 2021-2022 budgets of PBOT.
7. PBOT will submit the following grant application:
 - The Lower SE Portland Area Plan will develop an integrated land use and transportation plan, including any needed updates to the TSP and Comprehensive Plan, for an area of SE Portland bounded by SE 52nd Ave, SE Holgate Blvd, SE Foster Rd, SE 92nd Ave, and the southern City Limits. This area includes portions of the Brentwood-Darlington, Woodstock, Lents, and Mt Scott-Arleta neighborhoods. The plan will develop land use, economic development, housing, and zoning

recommendations to create greater economic opportunity in the study area and explore designation of a new Center and/or Corridor to anchor the community. The plan will also develop a transportation strategy for the area that prioritizes investments in safety, transit, unimproved streets, sidewalk gaps, and bicycle and neighborhood greenway infrastructure. The plan will include new and updated anti-displacement, affordable housing, health and environment, land use, and transportation policy and project recommendations. \$250,000.

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 \$220,000.
- 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 must be accepted no later than June 6th, 2019; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, MAY 29 2019

Commissioner Chloe Eudaly
Prepared by Zef Wagner; CB
Date Prepared: May 6, 2019

MARY HULL CABALLERO

Auditor of the City of Portland

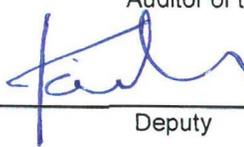
By



Deputy

Agenda No. **189519**
Ordinance NO.
 Title

*Authorize application to the Oregon Department of Transportation and Department of Land Conservation and Development for one Transportation and Growth Management program grant in the amount of up to \$220,000 for land use and transportation planning (Ordinance)

<p>INTRODUCED BY Commissioner/Auditor: Chloe Eudaly</p>	<p>CLERK USE: DATE FILED <u>MAY 21 2019</u></p>
<p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance & Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Hardesty</p> <p>Position 4/Safety - Eudaly</p>	<p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By:  Deputy</p>
<p>BUREAU APPROVAL</p> <p>Bureau: PBOT Group: Policy, Planning, & Projects Group Manager: Art Pearce Director: Chris Warner</p> <p>Prepared by: Zef Wagner Supervisor: Mauricio Leclerc Date Prepared: May 6, 2019</p>	<p>ACTION TAKEN:</p>
<p>Impact Statement</p> <p>Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	
<p>City Auditor Office Approval: required for Code Ordinances</p>	
<p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan</p>	
<p>Council Meeting Date May 29, 2019</p>	

AGENDA

TIME CERTAIN

Start time: _____
 Total amount of time needed: _____
 (for presentation, testimony and discussion)

CONSENT

REGULAR

Total amount of time needed: _____
 (for presentation, testimony and discussion)

Revised 8/2017

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Hardesty	3. Hardesty	✓	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	_____	



brentwood-darlington
neighborhood association

May 14, 2019

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Salem, OR 97301

Ref: Support for Land-Use & Transportation Planning Grant , Lower Southeast Portland

Dear Commissioner Eudaly:

The Brentwood-Darlington Neighborhood Association supports an application for a grant that would allow comprehensive land-use and transportation planning in the eastern portion of Lower Southeast Portland. The applicants are the city's Transportation Bureau and Planning & Sustainability Bureau; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

The targeted area needs comprehensive planning, as it lacks adequate transit service and basic street infrastructure (particularly in east Brentwood-Darlington) that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area. Extensive public contributions would be part of the planning process. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

The main focus would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods would benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Stephenie Frederick, Chair
Land-Use & Transportation Committee
Brentwood-Darlington Neighborhood Association



May 24, 2019

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Portland, OR 97204

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly:

On behalf of Arleta School Parent Teacher Association, please accept this letter of support for a Transportation and Growth Management (TGM) Program grant that would allow comprehensive land-use and transportation planning for the eastern portion of Lower Southeast Portland. The Arleta School PTA is joining a growing coalition of SE neighborhoods, organizations and individuals unifying to advocate for transportation and infrastructure improvement in historically underserved SE Portland.

The TGM grant would provide critical planning resources, analysis and recommendations for safe transportation, economic development, housing, and zoning in SE Portland. Once completed, the final recommendations would be adopted by the City of Portland as an area plan. We strongly endorse comprehensive planning for this area, as it lacks adequate transit service and basic street infrastructure that permits safe walking, cycling, and driving. This is particularly important in keeping our kids safe on their routes to and from school.

The main focus would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods would benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Chelsea Doré
President
Arleta School PTA



Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Salem, OR 97301

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly:

On behalf of The Community Transition Program, I write to support an application for a grant that would allow comprehensive land-use and transportation planning for the eastern portion of Lower Southeast Portland. The applicants are the city's Transportation Bureau and Planning & Sustainability Bureau; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

I strongly endorse comprehensive planning for this area, as it lacks adequate transit service and basic street infrastructure (particularly in east Brentwood-Darlington) that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

The main focus would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods would benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Thelina O'Daniel
Principal
Portland Public Schools



Johnson Creek
Watershed Council

TO WHOM IT MAY CONCERN

Re: Support for Land-Use & Transportation Planning, Lower Southeast Portland

May 29, 2019

On behalf of Johnson Creek Watershed Council, I write to support an application for a grant that would allow comprehensive land-use and transportation planning in the eastern portion of Lower Southeast Portland. The applicants are the city's Transportation Bureau and Planning & Sustainability Bureau; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

I strongly endorse comprehensive planning for this area, as it lacks adequate transit service and basic street infrastructure (particularly in east Brentwood-Darlington) that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area. Extensive public contributions would be part of the planning process. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

The main focus would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods would benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Sincerely,

Daniel Newberry
Executive Director



May 30th, 2019

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Portland, OR 97204

Re: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly,

We, the Mt. Scott-Arleta Neighborhood Association, write in support for the application by the City of Portland for a Transportation Growth Management Planning Grant in use towards a comprehensive plan for lower, southeast Portland. The applicants are the city's Transportation Bureau and Planning & Sustainability Bureau. The source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development. The plan would improve safety, connectivity, and accessibility of lower, southeast Portland for the neighborhoods of Brentwood-Darlington, Lents, Mt. Scott-Arleta, and surrounding areas.

Mt. Scott-Arleta Neighborhood Association values access to nature and safety in travelling to nearby schools, parks, and trails. Mt. Scott-Arleta Neighborhood Association prioritizes the safety of people using mobility devices, children, the elderly, people cycling, people walking, and all users of the road. A comprehensive plan supports these goals and will contribute towards the economic resilience of our community members.

Thank you for your service to Oregon and the continued safety and vitality of its residents. **Please consider this letter the strongest possible endorsement for a comprehensive planning effort in lower, southeast Portland.**

Sincerely,
Matchu Williams, Co-Chair
Mt. Scott-Arleta Neighborhood Association



Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Portland, OR 97204

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly:

On behalf of Portland Mercado, I write to support the city's Transportation Bureau and Planning & Sustainability Bureau application for a grant that would allow comprehensive land-use and transportation planning for the eastern portion of Lower Southeast Portland, where the Portland Mercado is located. The source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

We strongly endorse comprehensive planning for this area, that will help improve transit service and street infrastructure (particularly in east Brentwood-Darlington) permitting safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

The main focus will be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods will benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Shea Flaherty Betin
Portland Mercado Director

www.portlandmercado.org





Southeast Uplift
3534 SE Main St
Portland, OR 97214

p: 503 232-0010
f: 503 232-5265

www.southeastuplift.org

May 29, 2019

To: Commissioner Eudaly, City of Portland
From: SE Uplift Neighborhood Coalition Board of Directors
Re: Support for the PBOT/BPS Brentwood-Darlington Planning Grant

Hello Commissioner Eudaly and all concerned,

The Board of SE Uplift would like to add our voice of support for the Brentwood-Darlington Transportation Growth Management (TGM) from the joint city bureaus of PBOT and BPS. This grant from the Oregon Department of Land Conservation and Development allocates the resources needed to develop a comprehensive plan in this-- our most ethnically diverse-- region of our coalition.

Eastern Brentwood-Darlington and the surrounding areas, though part of our inner southeast coalition area, has historically developed more like eastern Portland than our inner neighborhoods. It has a shortage of quality bikeways, disconnected sidewalks and the highest proportion of gravel roadways in the city. The commercial nodes are disconnected or on 82nd Avenue, a long neglected state "orphan highway." As Portland grows, this lower income neighborhood is at significant risk of displacement through gentrification as outlined in the Residential Infill Project report and other city studies. A global planning effort could help alleviate this displacement risk while providing a plan for a vibrant and sustainable community.

Thank you for your work towards this grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Reuben Deumling".

Reuben Deumling, Chair SE Uplift

Uplifting community advocacy since 1968.

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell
Hosford-Abermethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond
Sellwood-Moreland • South Tabor • Sunnyside • Woodstock



Jessica Vega Pederson
Multnomah County Commissioner

501 SE Hawthorne Blvd., Suite 600
Portland, Oregon 97214
Phone: (503) 988-5217
Email: district3@multco.us

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Portland, OR 97204

Dear Commissioner Eudaly,

I write to you today in support of an application for a grant that would allow comprehensive land-use and transportation planning for the eastern portion of lower Southeast Portland. The applicants are the City's Transportation and Planning & Sustainability Bureaus; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

My district of Southeast and East Portland has historically received far less investment in our transportation system and land use planning than other, similarly populated areas of the City. As a result, areas of Southeast Portland including Brentwood-Darlington and Mt. Scott-Arleta (among others) have seen dramatic increases in the amounts of fatal pedestrian traffic accidents. This lack of investment has also prevented needed economic development in the area because of the lack of planning or transportation resources.

I strongly endorse comprehensive planning for this area that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which will also benefit the area. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Sincerely,

Jessica Vega Pederson
Multnomah County Commissioner



Mehri's Café and Bakery
6923 SE 52nd Avenue
Portland, OR 97206

To Whom It May Concern:

Mt. Scott-Arleta and most of Brentwood-Darlington have sidewalk gaps, inadequate transit service, miles of unpaved roads, and few neighborhood commercial amenities.

The sidewalk approach to my business is very poor, the traffic exceeds the speed limit, and there is only one marked pedestrian crossing near the café. My clients who use SE 52nd Avenue between Duke and Flavel streets cannot cross the street safely. I would like to see meaningful safety improvements in this stretch of 52nd.

With my signature, I show my support for the City of Portland's effort to obtain state-level grant funding to plan comprehensively for our area's improved safety, streets, transit, and economic development.

Signed:

A handwritten signature in cursive script that reads "Mehri Gaspeed". The signature is written in black ink and is positioned above a horizontal line.

Mehri Gaspeed, Proprietor
Mehri's Café and Bakery



COLLEGE OF EDUCATION
Portland State University
PO Box 751
1900 SW 4th Ave.
Portland, OR 97207-0751

May 20, 2019

To Whom it May Concern,

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

On behalf of the Learning Gardens Laboratory, I write to support an application for a grant that would allow for comprehensive land-use and transportation planning in the eastern portion of lower Southeast Portland. The applicants are the City's Transportation Bureau and the Planning & Sustainability Bureau; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

I strongly endorse comprehensive planning for this area, as it lacks adequate transit service and basic street infrastructure (particularly in east Brentwood-Darlington) to permit safe walking, cycling, and driving. Analysis and recommendations would also include and benefit economic development, housing, and zoning. Extensive public contributions would be part of the planning process. Once completed, the final recommendations would be adopted by the City of Portland as an area plan. While the main focus of this planning would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, adjacent neighborhoods would benefit as well.

As a community organization located in Brentwood-Darlington, we see the benefit of intentional and comprehensive planning of land-use and transportation to the local community. Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Dr. Heather Burns
Associate Professor, Leadership for Sustainability Education (LSE)
Faculty Coordinator, LSE
Faculty Coordinator, Learning Gardens Lab
Educational Leadership & Policy
College of Education
Portland State University
hburns@pdx.edu
503-725-8252



May 16, 2019

To Whom It May Concern:

ROSE Community Development supports the proposed planning for improved transportation in Brentwood-Darlington neighborhood. The purposes of the proposed grant would accord well with ROSE's mission statement: *ROSE connects our community to build good homes, healthy families and neighborhood opportunities in outer southeast Portland.*

I have worked with community organizations in the neighborhood for more than 30 years. The area encompassed in the proposed planning has sidewalk gaps, inadequate transit service, miles of unpaved roads, and few neighborhood commercial amenities. This is one of the most disinvested neighborhoods in the city and it needs comprehensive planning.

I hope that you will support the City of Portland's grant proposal to plan for improved safety, streets, transit, economic development, and affordable housing supply in Brentwood-Darlington.

Sincerely,

A handwritten signature in blue ink that reads "Nick Sauvie".

Nick Sauvie
Executive Director



May 14, 2019

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Room 210
Portland, OR 97204

Ref: PBOT-BPS Application for Transportation-Growth Management (TGM) Grant for comprehensive planning in Inner Southeast Portland

Dear Commissioner Eudaly:

SouthEast in Active Motion (SEAM) is a growing coalition of neighborhood associations, business associations, and non-profit organizations that seeks improved mobility and transportation safety in the east area of Lower Southeast Portland.

We support PBOT and BPS's application for a Transportation-Growth Management (TGM) grant from the Oregon Department of Land Conservation & Development. This grant would enable the two bureaus to carry out a comprehensive study in most of the SEAM area: Mt. Scott-Arleta, the eastern two-thirds of Brentwood-Darlington, and possibly a portion of West Lents.

The objectives of the study are:

1. To develop land-use, economic-development, housing, and zoning recommendations that would create greater economic opportunity in the study area.
2. To develop a strategy for the area that prioritizes investments in safety, transit, unimproved streets, sidewalk gaps, and bicycle and neighborhood greenways.
3. To develop a comprehensive plan that would be adopted by the City of Portland.

The analyses made possible by this land-use and transportation planning grant would be greatly appreciated. The targeted study area needs improved transportation infrastructure and transit as well as enhanced economic opportunities.

Sincerely,

Chelsea Powers, Interim Chair
SouthEast in Active Motion

Families and Teachers of Whitman PTA
Whitman Elementary School, 7326 SE Flavel, Portland, OR 97206

May 9, 2019

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Salem, OR 97301

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly,

I'm writing to you on behalf of the Families and Teachers of Whitman PTA to support an application for a grant that would allow comprehensive land-use and transportation for the eastern portion of Lower Southeast Portland. The applicants are the city's Transportation Bureau and Planning and Sustainability Bureau. The source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

Please support comprehensive planning for the neighborhood served by Whitman Elementary! We lack adequate transit service. Many of our streets are not paved and incomplete sidewalks make it hard to walk, cycle, and drive safely. When I moved here from Seattle three years ago, I was shocked at the neglect of our neighborhood. Yes, I am aware of the way neighborhoods like ours were gradually added to the city of Portland. Seattle has grown the same way, but no place in Ballard or Lake City looks like Brentwood Darlington. The city makes us feel like an adopted child who had crooked teeth. The biological children already got orthodontia, but the adopted child just has to make do.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Sincerely,



Chris Gustafson
President
Families and Teachers of Whitman PTA



Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Salem, OR 97301

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly:

On behalf of Wild Grown Farm, I write to support an application for a grant that would allow comprehensive land-use and transportation planning for the eastern portion of Lower Southeast Portland. The applicants are the city's Transportation Bureau and Planning & Sustainability Bureau; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

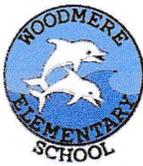
I strongly endorse comprehensive planning for this area, as it lacks adequate transit service and basic street infrastructure (particularly in east Brentwood-Darlington) that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

The main focus would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods would benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Shannon Kane
Owner
Wild Grown Farm
7428 SE 70th Ave.
Portland, Oregon 97206



WOODMERE PARENTS GROUP

7900 SE Duke St • Portland, OR 97206

WoodmereParents@gmail.com

Tax ID: 45-2697005

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Avenue, Suite 110
Salem, OR 97301

Ref: Support for Land-Use & Transportation Planning, Lower Southeast Portland

Dear Commissioner Eudaly:

On behalf of the Woodmere Elementary Parent Group, I write to support an application for a grant that would allow comprehensive land-use and transportation planning for the eastern portion of Lower Southeast Portland. The applicants are the city's Transportation Bureau and Planning & Sustainability Bureau; the source of the grant is the Transportation Growth Management Program of Oregon's Department of Land Conservation and Development.

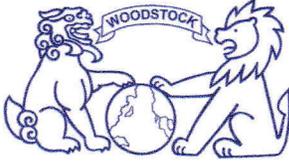
I strongly endorse comprehensive planning for this area, as it lacks adequate transit service and basic street infrastructure (particularly in east Brentwood-Darlington) that permits safe walking, cycling, and driving. Analysis and recommendations would also include economic development, housing, and zoning, which would also benefit our area. Once completed, the final recommendations would be adopted by the City of Portland as an area plan.

The main focus would be the eastern two-thirds of Brentwood-Darlington and all of Mt. Scott-Arleta, but adjacent neighborhoods would benefit as well.

Please consider this letter the strongest possible endorsement for a comprehensive planning effort in Lower Southeast Portland.

Best regards,

Erin L. Seitz
President
Woodmere Parent Group



Woodstock Elementary School PTA

5601 SE 50th Ave Portland, Oregon 97206 Office 503-916-6380 Fax 503-916-2688

Web: www.woodstock-pta.org E-Mail: info@woodstockpta.com

The Woodstock Elementary School PTA strongly supports granting funds for comprehensive land use and transportation planning in Inner SE Portland. In the neighborhoods surrounding the school, we have worrisome safety problems caused by speeding vehicles and heavy traffic, along with unmarked pedestrian crossings. Residents here are growing more and more apprehensive about street safety. Comprehensive planning would help us address these problems.

Thank you,

The Woodstock Elementary PTA Board

Kelly M. Gronli - President



PETITION

Mt. Scott-Arleta and most of Brentwood-Darlington have sidewalk gaps, inadequate transit service, miles of unpaved roads, and few neighborhood commercial amenities. With my signature, I show my support for the City of Portland's effort to obtain state-level grant funding to plan comprehensively for our area's improved safety, streets, transit, and economic health.

Name	Address	Email Address
<u>Ariel Heintze</u> Kerry Heintze	<u>6425 SE 70th Ave 97206</u> 6425 SE 70th Ave, 97206	<u>Ariel.Heintze@gmail.com</u> KEHEINTZE@GMAIL.COM
<u>Ann Dillman</u>	<u>6336 1E 70th Ave 97206</u>	<u>Ann25Tracy23@gmail.com</u>
<u>Joshua Maggio</u>	<u>6335 SE 70TH AVE 97206</u>	<u>JOSHUAMAGGIO@YAHOO</u>
<u>Shane McCully</u>	<u>6225 Se 70th</u>	<u>PdxSgm@gmail</u>
<u>Vera Kolias</u>	<u>6208 SE 70th</u>	<u>vera.kolias@gmail.com</u>
<u>MARGARET FENTON</u>	<u>6308 SE 70th Ave</u>	<u>MARGARET.FENTON@YAHOO.COM</u>
<u>Ashley Harberson</u>	<u>6404 SE 70th Ave</u>	<u>Ashley.Harberson@gmail.com</u>
<u>Heather Miles</u>	<u>6442 SE 70th Ave</u>	<u>springtailfarm@gmail.com</u>
<u>John Felsner</u>	<u>6442 SE 70th Ave</u>	<u>springtailfarm@gmail.com</u>
<u>Julianna Murillo</u>	<u>6405 SE 70th 97206</u>	<u>JDMPOX@gmail.com</u>
<u>KATHRYN MAGGIO</u>	<u>6335 SE 70th 97206</u>	<u>Kathryn.Maggio</u>

The Brentwood-Darlington Neighborhood Association is an endorsement partner of SEAM (Southeast in Active Motion), which is a local coalition for street safety and improved transportation.



PETITION

Mt. Scott-Arleta and most of Brentwood-Darlington have sidewalk gaps, inadequate transit service, miles of unpaved roads, and few neighborhood commercial amenities. With my signature, I show my support for the City of Portland's effort to obtain state-level grant funding to plan comprehensively for our area's improved safety, streets, transit, and economic health.

Name

Address

Email Address

Melissa Rehder

5630 SE Malden St.

melissarehder@gmail.com

Gus Monteverde

5630 SE Malden St

gus.monteverde@gmail.com

Carolyn Kenoyer

5357 SE Malden St.

carolynkk25@hotmail.com

Lelan Kenoyer

5357 SE Malden St.

l-keno5357@yahoo.com

Chrissy BUSKIRK

5406 SE Malden St

chrissybird88@gmail.com

Isabel Ramirez

5503 SE Lambert Portland

Shannon Kane

7428 SE 70th Ave

wildrootspdx@gmail.com

Taylor Kane

7428 SE 70th Ave

taylorkane1990@gmail.com

The Brentwood-Darlington Neighborhood Association is an endorsement partner of SEAM (Southeast in Active Motion), which is a local coalition for street safety and improved transportation.

Timestamp	Please check this box to affirm your support:	First Name	Last Name	Street Address	Zip Code
5/16/2019 3:55:35	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Chelsea	Powers	7213 SE 60th Ave	97206
5/17/2019 2:01:21	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Karen	Bradley	7439 SE Crystal Springs Blvd	97206
5/17/2019 2:10:31	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Daniel	Barrett	7227 SE Flavel # 21	97206
5/17/2019 2:54:38	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Deborah	Renfrow	7655 SE Ogden Street	97206
5/17/2019 2:56:46	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Jennon	Rugg	5534 SE Rural St	97206
5/17/2019 4:16:54	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Angela	Fricke	6730 SE Insley St	97206
5/17/2019 5:11:15	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Benjamin	Agre	7424 SE 46th Ave.	97206
5/17/2019 14:16:21	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	William	Beckley	7005 SE 64th Ave.	97206
5/17/2019 16:57:24	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	J.	Mayer	5130 SE Cooper St	97206
5/17/2019 18:45:02	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Alex	Bauer	5807 SE Knapp St	97206
5/18/2019 1:24:46	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Alicia	Beck	7668 SE Rural St.	97206
5/19/2019 6:15:16	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Amy	Adkins	6620 SE 48th ave	97206
5/20/2019 2:22:59	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Jason	Wilebski	5537 SE Malden dr	97206
5/20/2019 3:30:11	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Kelly	Scharbrough	7643 SE Rural Street	97206
5/20/2019 4:11:19	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Pamela	Hodge	5849 se harney drive	97206
5/20/2019 18:58:10	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Terry	Graham	4855 SE Malden Dr	97206
5/26/2019 19:59:10	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Leah	Flores	8437 SE 77th Ave	83705
6/2/2019 21:20:49	Yes! I support the Transportation Growth Management (TGM) Grant Proposal!	Nestor	Reyes	7528 SE Bybee Blvd	97206



June 5, 2019

Mr. Zef Wagner
Transportation Planner
Portland Bureau of Transportation
1120 SW 5th Ave., #800
Portland, OR 97204

Dear Mr. Wagner,

TriMet is pleased to support the City of Portland's application for Transportation Growth Management funding for the Lower SE Portland Area Plan. This plan will support the region's growth strategy of focusing on centers and corridors served by public transit, with active transportation connections to supplement and provide access to transit.

The project area has major issues in terms of access to transit, with a high concentration of streets with no sidewalks, gaps and deficiencies in the bikeway network, and incomplete infrastructure around bus stops. This plan will identify and prioritize improvements to the active transportation network with a focus on access to transit, which we fully support and applaud. This neighborhood is in need of improved pedestrian infrastructure, which supports successful transit.

This year, TriMet staff will be engaging the Lower SE Portland neighborhood in a planning exercise to determine the need for improved transit service in the area. This effort will identify and analyze transit deficiencies and propose service improvements to address neighborhood needs. By including PBOT staff, our project will inform the Lower SE Portland Area Plan from the beginning.

Given the strong coordination between TriMet and PBOT, we are thoroughly confident in the success of the Lower SE Portland Area Plan, and we urge the TGM program to fund this planning process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Mills".

Tom Mills
Manager
Service Planning & Development

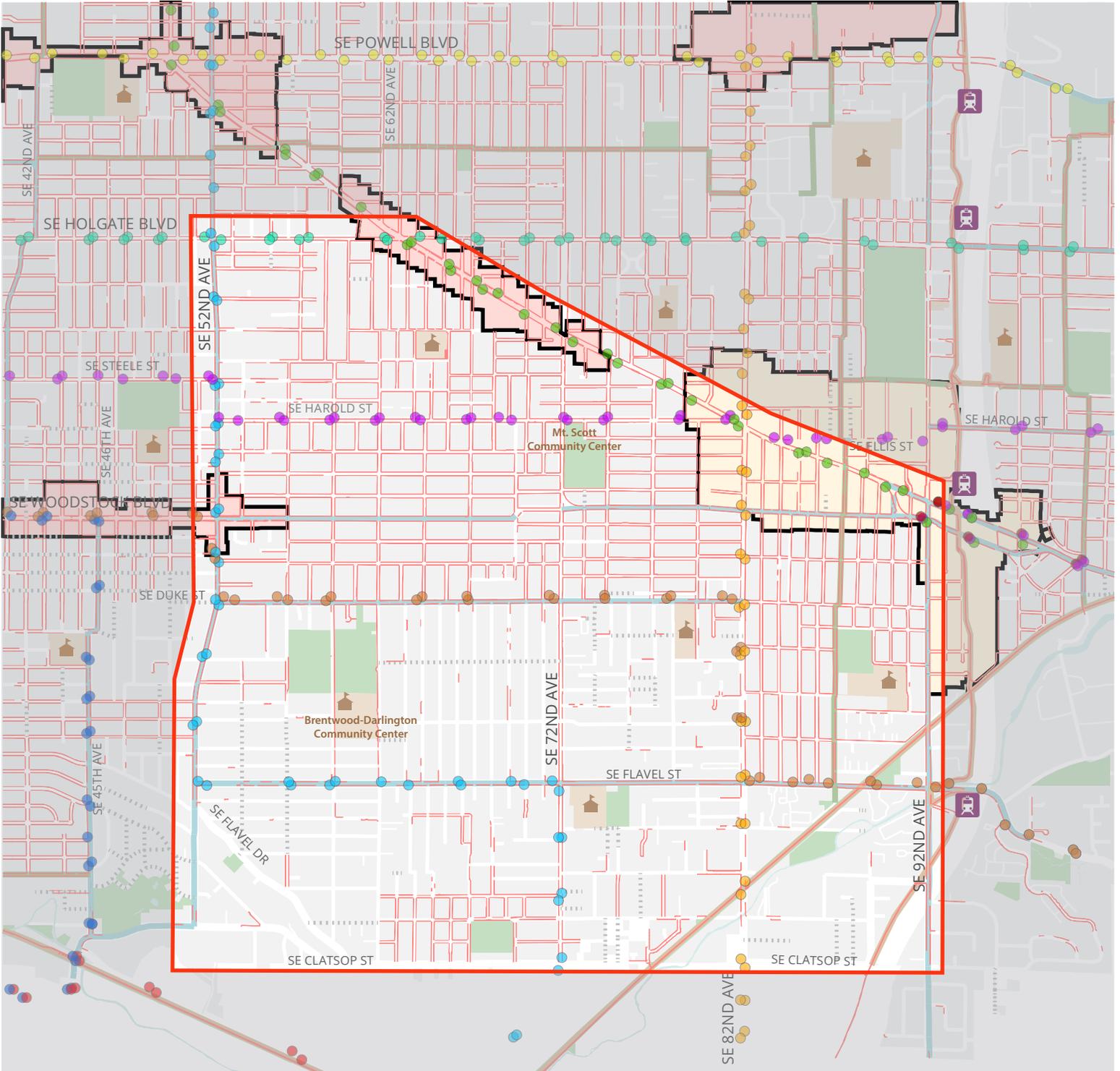
LOWER SE PORTLAND AREA PLAN PROJECT MAP



Project Elements:

-  Project area
-  Sidewalk
-  Gravel / unimproved street
-  Bike lane
-  Neighborhood greenway
-  Multi-use path
-  Town Center
-  Neighborhood Center
-  School
-  Park

- MAX stops:  Bus stops:  Line 9  Line 10  Line 14  Line 17  Line 19  Line 34  Line 71  Line 72  Line 73  Line 75



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

The Lower Southeast Portland Area Plan is an integrated land use and transportation planning grant project for a project area that between 2012 and 2017 the share of people of color increased by nearly 23 percent. Residents in the project area with a disability are up to 17.9% compared to 12.5% citywide. This proposal is a City-intervention to address unimproved streets, sidewalk gaps, poor transit service and few commercial amenities. This is also timely with pending outcomes of the City's Residential Infill Project and House Bill 2001, which may increase the residential capacity and displacement pressures in the project area. Consultation with organizations and service providers representing affected minority person as occurred starting most recently in the Brentwood-Darlington Neighborhood Assessment & Action Plan (2017) and letters of support (e.g., ROSE Community Development) are included in this application.

- 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.