



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: <input style="width: 90%;" type="text" value="City of Portland, Bureau of Transportation"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Mark Lear"/>	Title: <input style="width: 20%;" type="text" value="Projects and Funding Mgr"/>
Street Address: <input style="width: 70%;" type="text" value="1120 SW 5th Ave, Suite 800"/>	Phone: <input style="width: 20%;" type="text" value="(503) 823-7604"/>
City, State Zip: <input style="width: 90%;" type="text" value="Portland, OR 97204"/>	
E-mail: <input style="width: 90%;" type="text" value="mark.lear@portlandoregon.gov"/>	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,207,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,207,000	100%
Matching Funds	\$329,359	10.27%
Requested Funds	\$2,877,641	89.73%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

The Connected Cully project seeks to create safe and seamless pedestrian and bicycle transportation connections in a neighborhood severely lacking them. This project will serve 13,000 residents in Cully, the state’s most diverse neighborhood, transforming it into a more connected community. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to Cully’s crowded public schools. This project will leverage regional public investments by providing connections to the recently completed Cully Boulevard, to transit, and to the future site of Thomas Cully Park. It will also provide critical connections for the 2,000 residents of the Hacienda Community Development Corporation housing complexes.



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6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

This project will provide walking and biking connections to NE Cully Blvd., which was retrofitted to a green street with cycle track and sidewalks via the 2010-2013 STIP, leveraging that investment and tying it into the rest of the neighborhood.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

This project focuses on Cully, a neighborhood incorporated into Portland in 1985 with substandard transportation infrastructure. Cully is home to the single most diverse census tract in the state of Oregon, and 85% of public school students are eligible for free and reduced-price lunch. Today, only 34% of the streets in Cully have sidewalks, and the neighborhood has the 2nd highest number of miles of unpaved streets in Portland. The lack of a dense grid requires out-of-direction travel that deters walking and bicycling. Residents of Cully are surrounded by streets lacking pavement, curb, sidewalks, and bicycle facilities. These conditions negatively affect Cully’s diverse population of over 13,000 who are clamoring for better transportation facilities to connect to the rest of Portland.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Portland"/>	County: <input style="width: 90%;" type="text" value="Multnomah"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Cully Neighborhood in NE Portland, with improvements on NE Killingsworth, NE Prescott, NE 55th & 54th, NE 60th, NE 66th, and NE 72nd.

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The Connected Cully project will address the lack of walking and biking connections throughout the neighborhood by building a series of cost-effective, high-impact projects that tie the neighborhood together, providing connections to transit, local businesses, schools, places of worship, the recently completed Cully Boulevard, and the rest of the city.

The project utilizes Practical Design considerations throughout, providing the lowest cost solution to address each problem. None of the elements require the purchase of right-of-way, and all have independent utility allowing phasing if necessary.

The project includes the following element (see included maps for reference):

1) Sidewalk infill and buffered bike lanes on NE Killingsworth

Connected Cully will infill the missing sidewalk segments on Killingsworth from NE 42nd to NE Cully Blvd, improving access to the 72, one of TriMet’s busiest bus lines. It will also stripe buffered bike lanes in this section, providing a safer cycling connection to NE Cully Blvd. and destinations west of Cully. Together these improvements will allow residents of Cully to safely travel east/west on NE Killingsworth regardless of whether they choose to walk, bike, take transit, or drive.

2) Sidewalk infill on NE Prescott

NE Prescott is the other major transit corridor, serving TriMet line 24, and is also the street that fronts the neighborhood’s two public schools, Rigler and Harvey Scott. This project will infill the



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missing sidewalk segments on NE Prescott from NE 42nd to NE Cully Blvd. This sidewalk infill will allow the neighborhood to safely walk to school and the all the neighborhood services they provide.

3) Walking path on NE 60th

In the Cully Local Street Plan process, community members identified fixing pedestrian access on NE 60th as their highest priority for improvements. This project will build a ditch-separated walking path adjacent to NE 60th that will allow pedestrians to safely navigate the street. This path provides a walking connection to the projects above as well as a direct connection to Cully Blvd. This cost-effective solution will improve the pedestrian environment and stitch a pedestrian network together in Cully.

4) Sidewalk segment on NE 72nd

A broad coalition of partners is currently engaged in building a new park for Cully. This small segment of 12ft-wide sidewalk (running along the west side of NE 72nd from Killingsworth to Emerson) will allow residents on foot or bike to safely access the new park, connecting them to the existing signalized crossing at NE Killingsworth and 72nd. NE 72nd currently has no sidewalk facilities.

5) Pedestrian crossing improvement at NE 75th and Killingsworth

This element will provide an additional access point to the new Thomas Cully Park, allowing residents to safely cross NE Killingsworth at 75th with the aid of a new signalized crossing.

6) NE 54th/55th Neighborhood Greenway

The NE 54th/55th Neighborhood Greenway will create a new north/south route running through Cully adjacent to Rigler School and Trinity Lutheran School. The project will punch through a new connection utilizing existing (but currently fenced off) right-of-way between NE 55th and Emerson, creating a multiuse path. It will facilitate crossing at NE Killingsworth and provide a connection north to Highway 30. The greenway will feature speed bumps and curb extensions, as well as sharrow markings.

7) NE 67th/70th Neighborhood Greenway

The NE 67th/70th Neighborhood Greenway project will provide connections south of Prescott and leverage local investments in NE 70th to the north of Prescott. All of the north/south connections running from Harvey Scott School north are substandard and are either entirely or mostly dirt and gravel. This project will connect the roughly 2,000 primarily Latino and Somali residents of the Hacienda housing complex to Harvey Scott School. It includes speed bumps, curb extensions, and sharrows to accomplish these goals.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input checked="" type="checkbox"/> Other:	Access to Transit	



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13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input checked="" type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
2017	Bid Let Date
2017	Construction Contract Award
2018	Construction Complete
N/A	Capital Equipment Purchase
2018	Operations/Service Begin
N/A	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

This project directly stems from the recently adopted Cully Local Street Plan (see <http://www.portlandoregon.gov/bps/article/412125>). All of the proposed improvements are top recommendations of this plan, which City staff developed taking into consideration existing conditions, analysis of collected data, and public input received through the planning process over the course of a year.

The proposal is also fully consistent with the City's Transportation System Plan (TSP). Portland's TSP complies with the state Transportation Planning Rule (TPR) mandate to list major planned facilities and system improvements. The TSP major transportation improvements list serves as the primary source of new large-scale projects for PBOT's Capital Improvement Programs (CIP). All projects proposed are currently identified in the City's adopted TSP or in City Council-adopted plans that direct future TSP updates. Relevant TSP projects are listed below.

- #40010: 60th Ave, NE (Killingsworth – Going/Cully): Pedestrian Improvements
- #40052: Killingsworth, NE (42nd – 72nd): Pedestrian Improvements
- #40065: Prescott, NE (47th – I-205): Pedestrian and Bicycle Improvements
- #40082: Seventies Green Street and Bikeway, NE 72nd (Killingsworth – I-84): Pedestrian and Bicycle Improvements
- #40012: 72nd, NE (Killingsworth – Prescott): Pedestrian Improvements

This proposal is also consistent with the Portland Plan, the Bike Plan 2030, the Climate Action Plan, and the Pedestrian Master Plan.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

This project is fully consistent with OTP Strategy 1.1.4. It builds off of the existing transportation infrastructure in Cully, and proposes cost-effective solutions that provide basic walking and biking facilities in a neighborhood severely lacking them. The elements proposed are all innovative, low-cost improvements that improve the efficiency of existing streets, making them more multi-modal. It also improves access to transit, adding capacity to the NE Killingsworth and NE Prescott corridors by encouraging fewer more users to take transit, walk, and bike.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The Connected Cully project preserves and leverages existing public investment in state-owned and local facilities by increasing connectivity and access to them while at the same time developing a more seamless multimodal transportation system for Cully. While the bulk of the project is on the local system, it does intersect with State Highway 30. It includes a sidewalk segment on NE 72nd Ave. to aid crossing Highway 30, and proposes a new signalized crossing on Highway 30 at NE 75th Ave., both with the intent of increasing safety, access to transit, and to the new Thomas Cully Park. The rest of the improvements will be on local streets, but will improve safety on Highway 30 by encouraging users on foot or bike to use the newly improved facilities on lower traffic streets.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The Connected Cully project is specifically designed to provide enhanced mobility options for all transportation users in Cully. It utilizes innovative, low-cost treatments to greatly increase walking and biking connections throughout the neighborhood, building on existing facilities and improving deficient streets in the most cost-effective manner. It provides critical connections to local businesses, schools, places of worship, transit, and jobs.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

The Connected Cully project is designed to dramatically increase the accessibility of the project area. As previously mentioned, the majority of streets in Cully do not meet city standards. Unimproved and substandard streets exacerbate accessibility and mobility issues for people who walk, drive, bicycle, or use a mobility-device. Currently, the cost of improving local streets is the sole responsibility of adjacent property owners. It is often cost prohibitive for a group of residents to pool together enough funds to improve their street to meet current standards. Given the deficiencies of the local street system in Cully, this project utilizes alternative street design options and incorporates Practical Design best practices.

Accessibility improvements will be achieved through filling in critical gaps in sidewalks on NE Killingsworth and NE Prescott through the project area, as well as through providing low-cost walking and biking improvements running north/south through the neighborhood as previously described. These new connections will improve access to the neighborhood's schools (which both also serve as community centers). It will improve access to employers, businesses, goods and services along Cully Boulevard and NE Killingsworth, and support recently ratified zoning changes that support further commercial growth.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

This project supports the recently adopted Cully Commercial Corridor and Local Street Plan. This land use and transportation plan includes zoning changes that will make accessing services via short walking, biking or transit trips more feasible. It will revitalize a neighborhood with an unusually low level of commercial zoning (2% compared to a much more common 10% in the rest of Portland).

The Connected Cully project supports the related Cully Boulevard Alliance Neighborhood Prosperity Initiative (NPI), adopted by City Council in 2012. Over the next ten years, business and property owners and community members will develop a vision, strategize, and implement projects and programs to transform the Cully commercial corridor area. Their desire is for an attractive main street for residents to gather with locally-run family-serving businesses that reflect the diversity of community. The Connected Cully project directly supports these goals, and will provide transportation connections that support this budding commercial activity.

It will also enhance opportunities for recreation by providing connections to the new Thomas Cully Park and link workers to jobs both within and outside the neighborhood all in a economically distressed area of Portland.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The City of Portland has long taken a leadership role in environmental sustainability, especially in the transportation arena. Portland was the first local government in the U.S. to adopt a plan to address global warming in 1993. Since then, we have joined forces with Multnomah County on successive efforts, including most recently the Climate Action Plan, adopted in 2000. We have made substantial progress in carrying out the actions identified in these plans, and local emissions have dropped significantly since 2000, sharply countering the national trend.

The Connected Cully project will build upon this momentum by establishing new, family-friendly connections in a neighborhood where walking and biking is a growing trend. Surveys of Rigler and Harvey Scott school parents show that roughly 50% of the trips made to these schools are active despite a severe lack of walking and biking amenities in the neighborhood. These rates demonstrate both a need for, and the potential of, better infrastructure. By increasing walking and biking facilities, the Connected Cully project has great potential in further reducing vehicle miles traveled (VMT) in the neighborhood, creating more active trips and contributing to better air quality.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

See answer to question 20 above.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Common neighborhood destinations in Cully, such as schools or shops, are often within a reasonable walking and bicycling distance. However, the infrastructure required to facilitate the movement of pedestrians and bicycles is severely deficient. Lack of connectivity and basic infrastructure, such as sidewalks, makes walking and cycling more difficult and fosters dependency on the automobile.

Of the 13 miles of bikeways recommended in the study area by the Portland Bicycle Plan for 2030, less than half (6.2 miles) have been built. Only two east/west bikeway connections exist through the neighborhood. One of them runs along one of the most heavily trafficked streets in Cully, NE Killingsworth St. There is only one improved bikeway serving north/south trips, NE Cully Blvd. There are significant network gaps.

Poor street connectivity results in unnecessary out-of-direction travel for both pedestrians and bicyclists. Given the scale of deficiencies within the neighborhood, the Connected Cully project prioritizes the most important connections for establishing a basic active transportation network (i.e., walk and bicycle trips). This project builds out priority routes based on adopted plans, community priorities, their role in the citywide network, and their role serving the Cully commercial corridor, parks, schools and other local destinations. It will greatly enhance the livability of the Cully neighborhood while preserving its unique character that its residents value.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

All elements of the Connected Cully project have the primary goal of improving the transportation safety and security for those who live and travel through Cully, particularly vulnerable users such as bicyclists, pedestrians, and those using mobility devices. These goals are achieved by setting aside clear and buffered space for these users via separated paths, completed sidewalks, buffered bike lanes, and crossing improvements. Safety will also be improved by reducing speed on local streets via speed bumps and curb extensions. Finally, by encouraging pedestrians and cyclists to use these improved facilities on local streets, safety on Highway 30 will be improved for motorists.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The Cully neighborhood is a residential neighborhood of over 13,000 residents in central northeast Portland. Previously part of unincorporated Multnomah County, Cully was annexed into the City of Portland in 1985. Due to the lack of development standards by the county, Cully has some of the worst street connectivity in Portland. Many of the neighborhood's residential streets are substandard, lacking curbs and sidewalks or are completely unimproved (dirt or gravel).

At the same time, the Cully neighborhood is home to residents who urgently need safe transportation choices. Cully has one of the highest densities of young people in the City. 25% of Cully residents are under 18, and most of these young people are from low-income households. Over 80% of Cully's public school students qualify for free or reduced price lunch, nearly twice the state average. Cully is also incredibly diverse. The 2010 census shows that the Cully is home to the most ethnically diverse census tract in the entire state of Oregon.

These new connections will allow Cully residents to travel out of their neighborhood to nearby local businesses and amenities on foot or by bike in a way that is currently not feasible. These improvements will provide critical connections to green spaces, businesses, and social services, as a neighborhood that lacks amenities found in the rest of Portland,

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

This project is fiscally sound, fair and responsible. It provides needed facilities in the most practical, lowest-cost manner feasible in a neighborhood that has been traditionally underserved by transportation. As stated previously, it supports prior regional, state, and federal investments in Cully Blvd., transit, Thomas Cully Park, Hacienda CDC, and two local schools. Rather than proposing to build one-size-fits-all street improvements, Connected Cully utilizes Practical Design to get the most utility in the most cost-efficient manner.

The Cully neighborhood deserves these improvements and which will improve the mobility of neighborhood residents for generations.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$196,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$489,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$685,000
Utility Relocation		
Construction	\$2,522,000	
Construction Project Costs Total		\$2,522,000
Total Eligible Project Cost		\$3,207,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Portland, Bureau of Trans.	\$329,359	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$329,359	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209-4012

To Whom It May Concern,

We, the undersigned, are writing in full support of the City of Portland's *Connected Cully* Enhance grant application. The *Connected Cully* project will provide needed pedestrian facilities in a neighborhood severely lacking them.

The *Connected Cully* project is tightly focused on Cully, a neighborhood incorporated into the City of Portland in 1985 with substandard transportation infrastructure. Today, only 34% of the streets in Cully have sidewalks and the neighborhood has the 2nd highest number of miles of unpaved streets in the city. Residents of Cully and students at its two public schools are surrounded by streets lacking pavement, curb, sidewalks, and bicycle facilities. These conditions directly and negatively affect Cully's diverse population of over 13,000. Cully is home to the single most diverse census tract in the state of Oregon and 85% of public school students are eligible for free and reduced-price lunch. These students desperately need the daily physical activity provided by walking and biking to school and yet the streets of their neighborhood discourage them from doing so.

The *Connected Cully* project will leverage current investments, calm traffic, fill in the missing sidewalk along NE Killingsworth and NE Prescott, and increase walking and bicycling to school by creating two new Neighborhood Greenway facilities running through the neighborhood. This project will pay dividends, leveraging regional public investments by providing safe connections for over 13,000 residents to transit, the recently completed Cully Boulevard green street, and the future site of Thomas Cully Park. It will also provide critical connections to Trinity Lutheran Church and the Hacienda Community Development Corporation housing complexes.

In addition to improving the safety of an underserved neighborhood, this project has the potential to dramatically increase access to jobs, worship, school, and recreation for Cully's residents. If funded, the *Connected Cully* project will measurably improve the vitality, health and safety of an entire neighborhood and its impacts will inform dozens of future projects. We urge you to fund this project.

Sincerely,



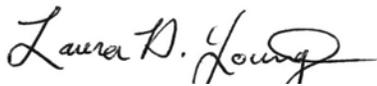
Senator Jackie Dingfelder
Oregon State Senate, District 23



Loretta Smith, Multnomah
County Commissioner, District 2



Carole Smith, Superintendent
Portland Public Schools



Laura Young, Transportation Chair
Cully Association of Neighbors



Dr. Verenice Gutierrez, Principal
Harvey Scott K-8 School



Sonia Manhas, Program Manager
Multnomah County Health Dept.



Rob Sadowsky, Executive Director
Bicycle Transportation Alliance



Matt Morton, Executive Director
Native American Youth & Family
Center



6899 NE Columbia Blvd, Suite A, Portland, OR 97218 503.980.5260 (p), 866.279.8719 (f)

November 26, 2012

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR 97301-3871

Re: City of Portland's *Connected Cully* Enhance grant application.

To Whom It May Concern:

Hacienda CDC, the Native American Youth & Family Center/NAYA and Verde write to express our strong support for the City of Portland's *Connected Cully* Enhance grant application, to share information about our organizations and work in the Cully Neighborhood, and our role in the grant's implementation.

Hacienda CDC develops affordable housing and builds thriving communities in support of working Latino families and others in Oregon by promoting healthy living and economic advancement. It began its neighborhood revitalization in Cully in 1992. 20 years later, Cully is home to 5 Hacienda CDC affordable housing properties, offering Portland's most extensive bilingual/bicultural social service delivery network. Hacienda CDC housing serves approximately 2,000 residents. Most HCDC residents earn 30-60% of Median Family Income, below the Federal Poverty Line. The population is 70% Hispanic, 15% Somali, 15% African American/other; 60% are children. 10 of 12 HCDC Board Members are Latino. Hundreds of children live in Hacienda CDC properties, attending local schools like Scott and Rigler.

NAYA's mission is to enhance the diverse strengths of our youth and families in partnership with the community through cultural identity and education. Established in 1974 as a grass-roots parent and volunteer effort, NAYA provides services to over 2000 community members annually: after school tutoring, youth development, emergency housing, energy assistance, employment services, domestic violence prevention, homeownership support and community economic development. 2007, NAYA established the NAYA Early College Academy, a Native-specific high school which teaches from an Indigenous perspective, addresses the community's high dropout rates and prepares Native Americans for college and other post-secondary education. Located in the Cully Neighborhood, NAYA has over 95 full-time staff (80% Native American). 9 of 11 NAYA Board Members are Native American.

Verde serves communities by building environmental wealth through social enterprise, outreach and advocacy. Through Social Enterprise, Verde builds environmental wealth by creating green businesses that employ low-income people, providing good wages, benefits, training and asset-building opportunities. Through Outreach-Advocacy, Verde builds environmental wealth by engaging residents, peer organizations and environmental policymakers about the connection between protecting the environment and making a good living. 6.2012, Portland City Council approved an agreement between Verde and Portland Parks and Recreation for the development of Cully Park at NE 72d Avenue and NE Killingsworth. This Agreement hands over a number of Cully Park development rights to Verde. Verde has always been located in the Cully Neighborhood.

2010, Hacienda CDC, NAYA and Verde established Living Cully: A Cully Ecodistrict, a long-term, community-based strategy to introduce new environmental assets to Cully in response to existing community needs, reinterpreting sustainability as an anti-poverty strategy. Since 2010, Living Cully has delivered environmental assets which directly benefit Cully's low-income people and people of color, designed these projects through a multi-

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disciplinary and community-based process, and built the capacity of target businesses to design and deliver these environmental assets.

Further, Hacienda CDC, NAYA and Verde were heavily involved in the recently adopted *Cully Commercial Corridor and Local Street Plan*, a community-based planning process which identified the neighborhood's transportation priorities, priorities that are strongly reflected in this Connecting Cully grant application: better transportation facilities to get around the neighborhood and connect to the rest of Portland; safe ways for Cully students to walk and bike to school; connections to the future site of Cully Park; and increased access to jobs, worship, school, and recreation for Cully's residents. Hacienda CDC, NAYA and Verde very much want this new transportation infrastructure to come to the neighborhood.

Equally important, this application, and the new investments proposed, can also address other significant priorities from that same Cully Commercial Corridor and Local Street Plan: local economic development, and anti-displacement – whereby the City resolved to “use Cully Neighborhood as a Case Study to Address the Issues of and Proactive Strategies Related to Gentrification and Displacement.” Connecting Cully is a chance to be proactive, to collaboratively explore means by which local workers, local target businesses, and community-based institutions can play a meaningful role in the design and construction of the proposed transportation infrastructure, leading to local economic development.

Hacienda CDC, NAYA and Verde commit to convening a collaborative process with the City of Portland Bureau of Transportation, City of Portland Office of Equity, Oregon Department of Transportation representatives, federal representatives and other stakeholders to develop the means by which these local benefits can be realized. We believe that local and national models exist where such collaborations have developed creative, permissible solutions to the challenges of directing needed investment into a low-income neighborhood and at the same time ensuring that local workers and businesses meaningfully participate in the jobs and contracting opportunities such investments represent.

Thank you for the opportunity to express our strong support for this application, and we look forward to working together on Connecting Cully residents to safe and accessible transportation options and to meaningful economic opportunity.

Sincerely,

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