

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2014
APPLICATIONS DUE 4:00 p.m. June 13, 2014**

Type of Grant:
Please indicate Category 1
or Category 2

PROJECT TITLE: _____

**PRIMARY APPLICANT
JURISDICTION:** _____

MAILING ADDRESS: _____
CITY: _____
ZIP: _____

CONTACT PERSON: _____

	MATCH	
	Yes	No
OTHER JURISDICTIONS INVOLVED IN THE PROJECT		

TELEPHONE: _____
FAX: _____
EMAIL: _____
ODOT REGION (1 - 5): _____

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

SUMMARY OF PROJECT BUDGET

PROJECT TITLE:

JURISDICTION:

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]			
Consultant Personal Services			
TOTAL			

* This amount should be a minimum of 12 percent of the total project budget.

We will be providing a cash local match Yes No

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial _____

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial _____

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Authorized Signature

Title

Printed Name



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2014 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME TriMet		PHONE 503-962-5854
CONTACT PERSON NAME AND TITLE Jeff Owen, Active Transportation Planner		CONTACT PERSON E-MAIL owenj@trimet.org
PROJECT TITLE TRIMET BICYCLE PLAN		

Section One: GRANT ELIGIBILITY REQUIREMENTS

TGM grants are for planning work leading to local policy decisions. Projects should result in the development of an adoption-ready plan or land use regulation amendment. TGM grants also cannot fund preliminary engineering, engineering, or construction work. If in doubt, discuss with your Region TGM planner about whether your proposed work is eligible.

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

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

Development of a TriMet Bicycle Plan will highlight and enhance the clear multimodal transportation relationship between transit and bicycling as complementing modes of travel throughout the region. The plan will result in updated transportation policies, projects, and programs that have benefits for the entire region’s residents, employees, and visitors. The TriMet Bicycle Plan will include the following elements: Existing conditions research of past and current practice relating to policy and planning decisions and bicycle parking facilities; Analysis of current operations and efforts pertaining to planning and policy; Public involvement strategy; Evaluation of alternative scenarios for bicycle policy

and bicycle parking planning projects; Developing implementation measures; and Cost estimates for recommended actions.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment or element, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible.

The TriMet Bicycle Plan will be developed by consultant and TriMet staff, and aimed at producing a final product that is thorough and complete, and presented to the TriMet board for acceptance after completion in June of 2016. Upon completion, this final product will guide TriMet investments in bicycle parking at stations and stops, inform policy decisions relating to accommodating bicycles system wide, and provide innovative marketing strategies to encourage proper use.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from the governing body of the applying jurisdiction is required to be submitted with the application to meet this requirement.

Attached is a letter of support signed by TriMet General Manager Neil McFarlane. TriMet's General Manager is authorized to execute agreements and can commit to meeting match obligations. TriMet staff looks forward to completion of this plan, and working with various jurisdictions, businesses, and the public.

AWARD CRITERIA

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects.

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the following TGM objectives (as listed on page 11 of the Application Packet).

Up to 40 points: Provide a statement of project purpose and transportation relationships and benefits, and related them to TGM objectives. You must list the specific objective(s) your project supports. Projects that address an issue, problem, need, or opportunity with a clear expected outcome will receive more points. Projects that meet one or several TGM objectives in a substantial, integral way will receive more points than projects that meet one or more TGM objectives superficially. If applying to update your Transportation System Plan and you asked TGM to perform a TSP Assessment, what were the key Assessment recommendations and how do they relate to your proposed project?

The proposed TriMet Bicycle Plan is urgently needed to ensure that the agency and partner jurisdictions are focusing investments in time and resources in the most efficient, safe, and logical manner possible. This applies to policy decisions, funding projects with capital dollars, ensuring sustainable operations resources in future years of bicycle parking facilities, and appropriately meeting the needs of the traveling public in combining bicycle trips with transit trips. The bicycle plan will serve as a base for decisions about current and future policy, but also inform both current bicycle parking arrangements, as well as early planning for future mobility and bicycle parking options and projects as part of larger planning corridors. The plan would highlight best practices of bicycle-transit policy and bicycle parking options, and provide guidance and rationale for the location, design, and management of bicycle parking facilities over time.

The proposed project includes the following elements in support of the TGM Objectives:

- **Transportation Choices:** The TriMet Bicycle Plan will support objective (a) by enhancing and encouraging a variety of transportation choices for residents, employees, and visitors in the metropolitan region, most notably by enhancing connections in bicycling and transit options. The core goal of this planning effort is in alignment with objective (b), to appropriately site, design, and manage bicycle parking facilities and onboard bicycle capacity on transit vehicles, and to balance those needs with accommodating users of all types on the transit system. Using a bicycle to reach transit service is a great way to improve mobility choices for those with limited options as outlined in objective (c), as use of a bicycle can often help a person more comfortably reach a larger geographic area and cover a longer distance than walking alone to transit. Improvements identified in this plan will result in fulfilling objective (d), improving safe and convenient walking, biking, and public transit opportunities to support an active lifestyle. Planning for and accommodating bicycle-transit trips ensure transportation choices. This planning effort will also identify opportunities to co-locate bicycle parking with car share and bike share opportunities, supporting the emerging concepts of mobility hubs with transit serving as a backbone of the regional system.
- **Create Communities:** Effective policies and practices of bicycle access to transit supports objective (e), complementing vibrant neighborhoods and lively centers linked together by convenient transportation options. A mixture of housing types and land uses supports bicycle connections to transit, and appropriately planning for various types of bicycle parking ensures potential for usage and acceptance by people of all ages and incomes. For example, two broad groups of users can both be well served by bicycle parking facilities: Those who already have an interest in biking and taking transit, as well as better reaching those who are interested but concerned. This plan will propose strategies to encourage more residents to combine bicycle trips with transit trips within their communities and make use of the regional transit system for longer trips than are practical to complete solely via bicycle. Bicycle parking facilities complement objective (f) in serving well-located activity centers, and ensures their accessibility. Appropriately designed and attractive bicycle parking and accommodations on transit vehicles contributes to a healthful, safe, and pleasing physical environment outlined in objective (g). Appropriately planning for their inclusion helps to create great communities, where people have meaningful and attractive mobility choices in their communities.
- **Support Economic Vitality:** Bicycle parking facilities and accommodations on transit vehicles help to link workers to their jobs and ensure multiple options for getting to work. This is especially true throughout the income spectrum, as people from various income levels rely on bicycle-transit trips to get to work, in support of objective (h). Bicycle accommodation can help to both serve well-located industrial and employment centers mentioned in objective (i), as well as provide a key missing link to

less ideally located employment centers, where a bicycle trip to or from transit provides a key connection for the first or last mile of one's trip.

- Save public and private costs: The TriMet Bicycle Plan would provide a framework for ensuring future transportation needs are accommodated within existing and improved systems as outlined in objective (j), such as along high capacity transit routes. Bicycle parking facilities are cheaper to build than car parking and their creation minimizes and provides alternatives to constructing more costly major infrastructure projects mentioned in objective (k), such as automobile parking garages and large roadway projects. For example, providing an appropriate range of bicycle parking options is only a fraction of the cost of automobile parking, and lessens wear and tear on existing roadways by reducing car trips.
- Promote environmental stewardship: The Bicycle Plan would support objective (l) in protection of valuable natural resources by reducing single occupancy vehicle trips, reducing reliance on fuels, and reducing emissions of air pollution and greenhouse gases. According to a recent study by the European Cyclists Federation which includes the complete life cycle of several transportation modes, a bicycle trip results in 21 grams of CO₂ per kilometer traveled, while a passenger car results in 271 grams of CO₂ per passenger per kilometer traveled (based on short trips similar to those a bicycle could make). Source: *European Cyclists Federation, Cycle more often 2 Cool down the planet: Quantifying Co2 savings of Cycling*. Appropriate and attractive bicycle accommodations onboard transit and parking at stations and stops encourages more bicycle trips, promoting environmental stewardship and reducing more polluting trips.

2. Proposed Project is Timely and Urgent

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, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- 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.

Up to 25 points: To explain why it is important to do the project at this time, describe what the project will accomplish and how it relates to other initiatives. Projects that match well with the TGM grant timeline will receive more points. Projects or project elements that are not clearly timely or urgent will receive fewer points.

TriMet has made past and current investments in various types of bicycle parking at stations and stops, and has a varied history of policies relating to bicycles onboard transit vehicles, including bus, light rail vehicles of different types, and potentially future vehicles such as articulated buses. The agency is

currently in a period of continuing to search for the most appropriate types of bicycle parking solutions at various locations, including those in suburban and urban typologies.

Timing is now ideal to build upon the success of the recently completed TriMet Pedestrian Network Analysis. Through the Pedestrian Network Analysis Project, TriMet partnered with cities and counties to identify areas around the region where pedestrian improvements will provide safer and more comfortable access to transit. In particular, we looked at areas where sidewalks are missing, traffic volumes are high, speed limits are high and pedestrian crashes have occurred in the past. We analyzed 7,000 transit stops and published a report with specific recommendations that cities, counties and the state can incorporate into community plans, project designs and funding decisions. Completion of the Pedestrian Network Analysis is leading to real projects being funded and built on the ground, including through funding opportunities such as the statewide Transportation Improvement Program Enhance Program.

Additionally, timing is ideal to closely follow the recently completed Regional Active Transportation Plan, led by Oregon Metro, which identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the Portland metropolitan region and integrating walking, biking and public transit. Complementing this regional plan are the Portland Bicycle Plan for 2030 and the Neighborhood Bikeway Plan currently underway in Washington County, among others.

At present, TriMet regularly sees high levels of bicycles brought onboard light rail vehicles for a customer to have on both ends of their trip. This leads to trains that are overcrowded with people and bicycles, and presents a safety hazard for everyone onboard. The time is now to more thoroughly plan and implement any updated policies, projects, and outreach. This should include appropriate bicycle parking options as well as innovative marketing strategies to reach current and new customers to help explain various options and concerns.

TriMet presently continues to apply for capital grant funding opportunities to improve bicycle parking options at stations and stops, and continues working with partner agencies to make these improvements a reality. Timing is ideal now for a TriMet Bicycle Plan to ensure investments made in capital purchases of both transit vehicles and equipment and bicycle parking facilities at stations and stops are appropriate in type and quantity, serving both current and potential transit customers.

3. Proposed Project Approach is Reasonable

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

Up to 15 points: Describe the major project tasks and expected timeline. Consider data and analysis needs and elements of a public involvement process. If a consultant will be used, what are the likely roles of consultant and staff? How will coordination with other initiatives be handled? If TGM funds are proposed to leverage another outside source of funding for the project, identify discrete tasks that TGM will fund that will be completed within the TGM timetable. Project approaches will receive more points if they clearly address the project need, are achievable considering scope, objectives, and benefits of the project, and are at a level of detail appropriate to the community.

The TriMet Bicycle Plan will include the following major project elements and expected timeline, with budgeted amounts shown in the table following below. TriMet will manage the selected consultant and supervise work at all stages, with heavy reliance on the consultant to produce the majority of work in each major task, with support from the TriMet Active Transportation Planner and others within the agency as needed. This proposed plan includes public involvement that will be crucial to the plan’s success and acceptance.

While the bulk of the project is planned to occur from July of 2015 through June of 2016, all TGM program elements and timelines will be honored, including the detailed statement of work sufficient to select a consultant or IGA by January 31, 2015.

- | | |
|--|---------------------|
| 1. <u>Start Up and Project Management</u> | June – July ‘15 |
| <ul style="list-style-type: none"> • Parties sign contracts and set up the project | |
| 2. <u>Establish Stakeholder Advisory Committee, Set Goals</u> | July – August ‘15 |
| <ul style="list-style-type: none"> • TriMet AT Planner will lead outreach and setup of SAC and work with consultant to define goal setting and refine approach for the plan | |
| 3. <u>Data, Map Existing Conditions, and Strategy</u> | Sept – Oct ‘15 |
| <ul style="list-style-type: none"> • Consultant will work with TriMet AT Planner to ensure all necessary data is available for existing conditions and help to define strategy for plan. Consultant will provide mapping and analysis of bike routes connecting to transit routes, stations, and stops. Team will also explore options for surveys and/or interactive online mapping tools for public participation and input | |
| 4. <u>Present Existing Conditions at SAC #1 and Open House #1</u> | Nov – Dec ‘15 |
| <ul style="list-style-type: none"> • Consultant will lead and present to SAC #1 first, then present at Open House #1 | |
| 5. <u>Develop Draft Plan, Best Practices and Draft Recommendations</u> | Dec ‘15 – Jan ‘16 |
| <ul style="list-style-type: none"> • Consultant will draft plan and recommendations based on all work previous plus direction of SAC and information garnered from Open House #1. Consultant will research best practices | |
| 6. <u>Present Draft Plan at SAC #2 and Open House #2</u> | Feb ‘16 |
| <ul style="list-style-type: none"> • Consultant will lead and present to SAC #2 first, then present at Open House #2 | |
| 7. <u>Refine Plan, Marketing Strategies, and Finalize Recommendations</u> | Mar ‘16 – April ‘16 |
| <ul style="list-style-type: none"> • Consultant will refine plan based on input and findings to-date. Consultant will also develop innovative marketing strategies to ensure broad interest and support of plan and final recommendations | |
| 8. <u>Present Final Plan at SAC #3 and Open House #3</u> | May ‘16 |
| <ul style="list-style-type: none"> • Consultant will lead and present to SAC #3 first, then present at Open House #3 | |
| 9. <u>Finalize Plan and Wrap Up</u> | May – June ‘16 |
| <ul style="list-style-type: none"> • Consultant will finalize plan from feedback received from SAC and Open Houses | |
| 10. <u>Present to TriMet Board for Acceptance</u> | June ‘16 |

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Start Up and Project Management	\$ 3,000	\$ 1,000
2. Establish Stakeholder Advisory Committee, Set Goals	\$ 2,000	\$ 2,000
3. Data, Map Existing Conditions, and Strategy	\$ 1,000	\$ 20,000
4. Present Existing Conditions at SAC #1 and Open House #1	\$ 1,000	\$ 7,000
5. Develop Draft Plan, Best Practices, and Draft Recommendations	\$ 4,000	\$ 40,000
6. Present Draft Plan at SAC #2 and Open House #2	\$ 1,000	\$ 7,000
7. Refine Plan, Marketing Strategies, and Finalize Recommendations	\$ 4,000	\$ 20,000
8. Present Final Plan at SAC #3 and Open House #3	\$ 1,000	\$ 7,000
9. Finalize Plan and Wrap Up	\$ 1,000	\$ 4,000
10. Present to TriMet Board for Acceptance	\$ 1,000	\$ 0
11.	\$	\$
12.	\$	\$
Totals: Grand total of \$ 127,000	\$ 19,000	\$ 108,000

4. Proposed Project has Community Support

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

Up to 5 points: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project. A letter of support will score higher if it shows independent understanding of the project by the signer and is not identical in text to others that are submitted for a project.

Letters and resolutions of support may be submitted separately from the application through June 27, 2014. Those submitted after June 13, 2014 must be submitted electronically to the ODOT FTP TGM Applications folder.

SOURCE	ATTACHED	EXPECTED
1. Metro	<input type="checkbox"/>	X <input type="checkbox"/>
2. Washington County	X <input type="checkbox"/>	<input type="checkbox"/>
3. Bicycle Transportation Alliance	X <input type="checkbox"/>	<input type="checkbox"/>
4. Intel	<input type="checkbox"/>	X <input type="checkbox"/>
5. Nike	<input type="checkbox"/>	X <input type="checkbox"/>
6. Kaiser Permanente	<input type="checkbox"/>	X <input type="checkbox"/>
7. Multnomah County	<input type="checkbox"/>	X <input type="checkbox"/>
8.	<input type="checkbox"/>	<input type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

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 the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Up to 5 points: Projects with a clear description of the jurisdiction's capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how the projects will be managed will receive fewer points. Applicants with prior TGM grant awards must list previous TGM projects and their performance. [If you are unsure what previous TGM grant awards your jurisdiction has received, contact Cindy Lesmeister at cindy.l.lesmeister@odot.state.or.us]

TriMet is ready to commit staff to manage the project and work with selected consultant within the TGM timetable. The Active Transportation Planner in TriMet's Planning and Policy department will serve as project manager. The Active Transportation Planner is intimately familiar with challenges of the past and current relating to policy issues, current management of bicycle parking facilities, and future planning efforts already in motion. TriMet has successfully managed grants of various scales, as well as supporting our partners with past, current, and future grants and applications to the TGM program and others.

TriMet was awarded a past TGM grant for the Primary Transit Network/Phase II, File Code 1DD-95, which was successfully utilized in the Regional Transportation Plan (RTP).

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives.

Up to 10 points: By the nature of this criterion, most projects will not receive any points. Projects may receive some points for innovative project elements. Projects with innovative subject matter will receive more points.

TriMet has recently begun to invest in electronically controlled, card access bicycle parking facilities. These types of innovative solutions need to be further examined and evaluated through the TriMet Bicycle Plan to ensure that the efficiency gained through the access management system is worth the investment in capital costs and ongoing operations and maintenance costs. This project will recommend strategies and appropriate levels of investment in innovative, high tech bicycle parking solutions compared to lower tech, free bicycle parking solutions. As many agencies around the state and country are contemplating increased use of card access bicycle parking systems, results of this study and plan will be beneficial to many agencies in evaluating their options regarding electronically controlled facilities.

The project team will also consider use of interactive online mapping and survey options. These techniques will ensure the public has many ways to provide input for bicycle parking facility locations and to better understand both where current demand is throughout the system, as well as potential latent demand for increased bicycle transit users.

In addition to standard public sector, jurisdictional, and non-profit support, TriMet will also work to ensure private sector input and participation in the TriMet Bicycle Plan. This commitment is also seen in seeking letters of support from private sector employers. For example, employers who are currently running pilot programs of corporate bike share systems are a key ingredient of current and future first and last mile connections to transit, and their close involvement in bicycle policies and bicycle parking facilities is of key importance to providing solutions that work for residents and employees. Health focused organizations also see the high value in bicycle and transit integration, and also will be partners in this effort.

Finally, this plan will also provide innovative marketing strategies to encourage the increased acceptance and use of parking a personal bicycle on either or both sides of a regional transit commute. In addition, positive reinforcement of appropriate behavior when bringing a bicycle onboard various types of transit vehicles will be included.

TRIMET System Map

Service to Columbia County
CC Rider
Info: 503-366-0159

↑ 16 to Sauvie Island

Service to Clark County
C-TRAN
Info: 360-695-0123

Vancouver

Service to Tillamook County
Tillamook County Transportation District
Info: 503-815-8283

← 37 to Forest Grove

Forest Grove & Cornelius

Bus Service

- Frequent Service
- Standard Service
- Rush-Hour Service

Rail Service

- MAX Blue Line
Hillsboro/City Center/Gresham
- MAX Green Line
Clackamas TC/City Center
- MAX Red Line
Airport/City Center/Beaverton TC
- MAX Yellow Line
Expo Center/City Center
- WES Commuter Rail
Beaverton/Wilsonville

Points of Interest

- Transit Center
- Bike Parking Facility
- Park & Ride Lot
- High School or College
- Hospital
- Library

0 1 2 Miles

NORTH

Service to Yamhill County
Yamhill County Transit Area
Info: 503-472-0457 (ext. 122)

Service to Salem
Cherriots - Salem Keizer Transit
Info: 503-588-2877

Service to Wilsonville
SMART - South Metro Area Regional Transit
Info: 503-682-7790

Service to Canby
CAT - Canby Area Transit
Info: 503-266-4022

Service to Mollala
South Clackamas Transportation District
Info: 503-632-7000

Service to Sandy
SAM - Sandy Area Metro
Info: 503-668-3466

80 to Estacada

June 13, 2014

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Cindy,

TriMet is applying for a Transportation Growth Management (TGM) grant for a TriMet Bicycle Plan, which will highlight the clear multimodal transportation relationship between transit and bicycling as complementing modes of travel throughout communities in the Portland metropolitan region. Bicycle to transit trips are increasing in the region and are a vital component of our strategy to enhance access to transit, yet we have not been able to do a comprehensive review and improvement of our bicycle storage approach and tools.

The plan would provide clear best practices for accommodating bicycles both onboard transit vehicles and providing for bike parking facilities at transit stations and stops. These options will ensure that residents, workers, and visitors in the metropolitan region have attractive and meaningful options in combining bicycle trips with transit trips.

Now is the ideal time for TriMet to build upon success of the recently completed TriMet Pedestrian Network Analysis, which has led to close coordination with our regional partners to get real projects funded and constructed on the ground. Additionally, timing is also ideal to follow Metro's recently completed Regional Active Transportation Plan, which identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit.

As General Manager, I commit to meeting TriMet's match obligations in staff time on the project and working towards TriMet Board acceptance of the final product. We look forward to working together on this project with our regional partners to ensure we make it easy to "bike and ride", and are doing as best we can to complement active transportation trips with transit trips.

Sincerely,



Neil McFarlane
TriMet General Manager



WASHINGTON COUNTY OREGON

June 10, 2014

Cindy L. Lesmeister
Oregon Department of Transportation
Transportation & Growth Management Program
555 13th Street NE
Salem, OR 97301

Dear Ms. Lesmeister:

On behalf of Washington County Land Use and Transportation, I would like to express our support for your Transportation and Growth Management Program (TGM) grant application to fund a TriMet Bicycle Plan.

The TGM program support will enable TriMet to develop a strategic plan for bicycle-transit system improvements, operations, policies and programs to meet the travel needs of the community and visitors alike. This plan is timely and will complement the efforts of jurisdictions such as Washington County to support and encourage active transportation.

In addition, the plan has the potential to address a key challenge with transit in Washington County, the first mile- last mile connection to transit, and create a more seamless and integrated system. The plan is an opportunity to build important partnerships with the community, local, and regional agencies to coordinate efforts to advance transportation and land use goals and priorities while enhancing livability and economic vitality.

Thank you for your consideration and for the continued support from the ODOT and DLCD TGM program to improve travel options and safety for all transportation system users.

Sincerely,

Andrew Singelakis, AICP
Director of Land Use & Transportation

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

June 12, 2014

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

The Bicycle Transportation Alliance fully supports TriMet's TGM application for the creation of a TriMet Bicycle Plan. This plan will assess current bicycling access to transit stops and accommodations on transit vehicles and identify necessary improvements that would enhance transportation options in our region. Bicycling and transit are a powerful combination that in partnership can greatly increase active transportation use, and planning is necessary to ensure the two systems function well together.

Since 1990, the BTA has worked in partnership with citizens, businesses, community groups, government agencies, and elected officials to create communities where people can meet their daily transportation needs on a bike. For many people across our region, combining transit with biking allows them to get where they need to go without a car. Many others would like to bike more and utilize TriMet's services but are not currently able to do so because there is no secure bike parking availability, no space for their bike on the transit vehicle, or because they lack a safe bike route by which to access transit stops. A TriMet Bicycle Plan would address these barriers and allow for targeted capital improvements.

TriMet's recent Pedestrian Network Analysis shows the potential utility of a TriMet Bicycle Plan. TriMet has used their Pedestrian Network Analysis to identify barriers to accessing transit and secure capital improvement funding to make a real difference on the ground. A similar approach is needed to look at the bicycle network, bike parking facilities at transit stops, and bicycle accommodations on transit vehicles.

The TriMet Bicycle Plan would provide the data and vision that are greatly needed to improve access to transportation options in the Portland metropolitan area and coordinate investments across the transportation system. The Bicycle Transportation Alliance recommends that this plan receive funding.

Sincerely,



Lisa Frank, Advocate

