

2023 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 27, 2023 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 3 of the 2023 Application Instructions.

Primary applicant jurisdiction

Tri-County Metropolitan Transportation District of Oregon

Mailing address

101 SW Main Street, Suite 700, Portland, Oregon 97204

Website

<https://www.trimet.org>

Contact person name

Guy Benn

Contact person title

Program Manager, Transit Oriented Development Strategy

Contact phone

(971) 347-5649

Contact email

benng@trimet.org

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Nancy Young-Oliver

Title of above named person

CFO

Phone
(503) 962-5875

Email
YoungN@trimet.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
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Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Res 22-07-45 - Park Ride Optimization Plan.pdf

Project information

Response instructions are on page 4 of the 2023 Application Instructions.

Project title

TriMet Park & Ride Optimization Plan

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

Option 1: Project area map

230727_TM Park & Ride Map.pdf

Option 2: Project area description

TriMet's Park & Ride portfolio is located throughout the transit district, which encompasses 533 square miles across Washington, Clackamas, and Multnomah Counties. This plan focuses on the 32 Park & Ride facilities owned by (or exclusive to) TriMet adjacent to our light rail and frequent-service bus network and within a 14-mile radius of the center of Portland.

ODOT region (1-5)

Region 1

[ODOT Region Map](#)

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

Since the start of the pandemic and the subsequent increase of remote work, usage of TriMet's Park & Ride facilities has decreased significantly across the region- by as much as 70% in some locations. TriMet's Park & Ride Optimization Plan will look holistically at TriMet-owned Park & Ride facilities in the context of changing regional trends, so TriMet can implement a comprehensive P&R strategy that supports the region's growth, mobility, climate, and equity goals.

In support of TriMet's recently completed Regional TOD Plan, this plan will focus on collecting critical parking data. It will consider how tolling, climate, equity, and legislative factors (most notably HB 2001 and

CFEC Rules) may influence parking demand and identify how TriMet could expand the use of facilities to increase population density, generate ridership, and improve safety and security, so contributing to the vibrant transit station communities in the Portland Metro region.

Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

TGM funds requested for the work identified in Criterion 3	Consultant \$210,000.00	Local reimbursement \$29,400.00	Total TGM funds requested \$239,400.00
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Local match	Minimum Match (Calculated) \$27,400.40
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Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

No

Match to be provided	Labor, supplies and services during project \$29,400.00	Payment when Intergovernmental Agreement is signed
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Award criteria

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

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 10 of the 2023 Application Instructions.

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

TriMet's Park & Ride Optimization Plan will develop a strategy through which the agency can maximize the

efficiency and productivity of its park and ride assets to ensure there is the right balance of parking provision that supports liveability, economic prosperity, and transit access across the region.

In 2019, TriMet secured a TGM grant to produce a Regional Transit Oriented Development (TOD) Plan that established a framework prioritizing the development of TriMet's non-core real estate for regional benefit and to accommodate regional growth.

The Park & Ride Optimization Plan will be consistent with the Regional TOD Plan, but will consider a broader Park & Ride policy given local needs and wider sub-regional pressures. It will consider techniques to increase utilization and adjust capacity so TriMet and the community get maximum value from Park & Ride facilities.

The Park & Ride Plan will support TriMet's TOD program by providing information and analysis of the region's mobility trends specific to TriMet's parking facilities. The Plan will review historic, current and projected parking utilization, analyze time-of-use data and geographic demographics, and consider other key characteristics, such as regional transit corridor enhancements. Research will evaluate major shifts in transportation patterns, including commuting changes due to telework policies, projected impacts of road pricing on key traffic corridors, and vehicle electrification. The Park & Ride Plan also will analyze how the Climate Friendly and Equitable Communities legislation may influence the need for transit facilities to be more environmentally sustainable through greening, solar generation, and other investments, or position them for transit-oriented development.

A key deliverable of the Park & Ride Plan is to identify which parking facilities are essential and equitable to retain for regional commuters transit riders (and whether they should be enhanced), and which facilities may be consolidated or repurposed to support regional housing and mobility goals. It will offer recommendations on how management, investment, and shared-use parking agreements can expand the uses of Park & Ride facilities leading to increased station-area population densities, ridership, and safety and security, thus helping create the vibrant transit station communities envisioned in the Portland Metro region.

A primary task in developing the Park & Ride Optimization Plan is to conduct detailed analysis on our Park & Ride usage. Current data only provides occupancy levels via an annual snapshot survey, so it is unclear who is using the parking, what they are using it for, where they are coming from, etc. This insight is essential if TriMet wants to reach the right decisions in the assessment of its Park & Ride portfolio. Collecting more robust usage data is essential, as it informs any proposals made by the agency support both marginalized members of the community and regional transportation goals.

The output from the Plan will include an evaluation template to apply to TriMet's Park & Ride portfolio to assess, react to, and accommodate changing ridership and parking demand patterns. This will produce tangible policy changes that will support a shift to a more equitable parking model, better supporting low-income and disadvantaged communities, while bringing climate and TOD benefits and promoting ridership.

This project addresses all the objectives and sub-objectives of the TGM program as follows:

- The placement of park & rides supports mobility, access, and modal connectivity
- Optimizing park & ride usage addresses pedestrian and bicycle connectivity and promotes complete communities with transit-supportive densities, housing choices and access to employment
- Use planning for Park & Ride sites ensures that these sites support the overall economic development and mix of uses in neighborhoods and help resolve any gaps in availability of services
- Public and private costs are saved by providing opportunities for Joint Development and more efficient utilization of real estate assets that address current and future transportation system investments
- Environmental benefit is provided by increasing densities at sites with high transit accessibility, which reduces greenhouse gasses by reducing the number of vehicle miles traveled

TriMet will incorporate these parking conclusions into its update process for its Regional TOD Plan, thus making this toolkit available to local jurisdictions wishing to evaluate any municipal parking assets and provide transportation system plan updates.

The results of this analysis, including pilot studies on select Park & Ride facilities will be used to refine the tool and establish a timeline for the future assessment of other regional parking assets.

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

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 12 of the 2023 Application Instructions.

Explain how your proposed project is timely and urgent

This project is a timely and urgent for the following main reasons:

1. Oregon's Climate Friendly and Equitable Community Rules eliminates minimum parking requirements within 0.5 miles of frequent transit and 0.75 mile of light rail. Almost all of TriMet's Park & Ride portfolio is located within these boundaries, so TriMet wants to produce and adopt a plan that optimizes the productivity of its P&R portfolio and promotes density in these areas
2. The COVID-19 pandemic and the subsequent shift to hybrid and remote work practices have dramatically altered commuter ridership and travel patterns. The traditional hub & spoke transit model has evolved, and TriMet needs a park & ride strategy that reflects this and the future anticipated introduction of tolling and other possible road-use pricing models in the region.
3. The increased frequency of extreme climate events across the region has highlighted the need to re-evaluate the overall climate resiliency strategies and community benefit of large, unshaded, surface Park & Ride facilities. To address community needs, TriMet wants to identify opportunities to increase the overall benefit provided.
4. Determining opportunities for increasing the public benefit of Park & Ride assets also provides the opportunity to implement high priority community initiatives such as increasing safety and security, and ensuring equitable access to resources, employment, and facilities.

This project is timely, as it will provide a parking-focused study that will complement TriMet's recently

produced and actionable Regional TOD Plan. Whereas the Regional TOD Plan prioritizes sites into high, medium and low categories by scoring them on a diverse range of quantitative and qualitative factors, it does not extend to an in-depth analysis of park & ride assets and their usage. This Park & Ride study will be a valuable tool to supplement TriMet's TOD program priorities in addition to helping TriMet identify and implement a parking operations strategy that reflects the post-pandemic environment we live in and the future changes we expect.

A parking portfolio evaluation will help jurisdictions within the TriMet service area that need to make TSP updates in response to the Climate Friendly and Equitable Communities legislation and will also help TriMet and its local jurisdictional partners secure federal infrastructure funding. For example, the Infrastructure Investment and Jobs Act increased funding and created new programs to leverage investments in transportation and transit infrastructure that benefit historically disadvantaged communities, transportation disadvantaged communities, and promote environmental justice, community resiliency, and economic opportunity. The Park & Ride Optimization Plan should identify TOD supportive infrastructure investment projects that can be made "shovel ready" and responsive to the evaluation criteria for these funding opportunities.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

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

Response instructions are on page 13 of the 2023 Application Instructions.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Conduct Usage Analysis – 4 months (80% consultant:20% staff)

Review existing data and usage of TriMet-operated Park & Rides. Expand data collection to understand usage patterns, demographics, and other relevant information.

Task 2: Develop Regional and Sub-Regional Strategies – 2 mos (65:35)

Conduct a high-level analysis and develop a strategy by corridor.

Task 3: Identify Operational Opportunities – 2 mos (80:20)

For example, consider technology integrations, including revenue potential from district/shared parking models. Consider the impact of EV charging on Park & Ride usage.

Task 4: Create Agency Modal Hierarchy - 2 mos (50:50)

Develop a modal hierarchy for Park & Ride sites based on their profile.

Task 5: Prototype a Location or Corridor – 3 mos (70:30)

Apply toolkit and policy changes to a select Park & Ride site(s).

Task 6: Present Plan Findings and Recommendations – 1 mos (20:80)

Inform stakeholders of plan conclusions and recommendations. Advance major discoveries through TOD plan or with operations as appropriate.

Note: The output from all the above tasks will inform TriMet's TOD Plan and other agency policies and recommendations will be implemented by TriMet as it conducts its operations.

How will the project approach lead to a successful project?

Study of Park & Ride usage is central to understanding how TriMet can optimize the productivity of its Park & Ride portfolio and support district and regional parking strategies. The above deliverables create tangible, immediate, and long-term policy recommendations alongside a toolkit and framework that can be leveraged by other jurisdictions and regional planning organizations to address regional housing, climate, and economic challenges.

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

Not applicable.

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

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

Response instructions are on page 15 of the 2023 Application Instructions.

Upload letters of support from stakeholders here

TriMet TGM_Metro Letter of Support.pdf

TriMet TGM_PSU TREC Letter of Support.pdf

TriMet TGM_City of Gresham Letter of Support.pdf

TriMet TGM_The Street Trust Letter of Support.pdf

TriMet TGM_Multnomah County Letter of Support.pdf

TriMet TGM_1kF letter of Support.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 16 of the 2023 Application Instructions.

Explain how proposed project sponsor is ready and capable

TriMet has the financial and legal capacity to complete this TGM project and has allocated labor resources from the Real Estate and Transit Oriented Development staff as well as support from other divisions across the agency. Project management and technical support will be provided by the following staff:

Program Manager, TOD Strategy

Program Manager, TOD Design

Planning Coordinator, TOD

Director, Real Estate and TOD

TriMet staff also meet regularly with regional and local jurisdictional partners, advocates, and community groups. In addition to the necessary internal resources, the team is well-placed to receive stakeholder input and distribute actionable elements and deliverables from the plan to ensure maximum impact.

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
1D-19	TriMet Regional Transit Oriented Development Plan	Completed. Plan published in Spring 2023. Created as a living document, TriMet will continue to integrate the plan with community, partner and agency feedback, update inventory, evaluation, and prioritization of opportunities, and keep strategies outlined within the plan current.
1D-18	TriMet Pedestrian Plan	Completed.
1G-14	TriMet Bicycle Plan	Completed. a roadmap that will help guide future investments in biking infrastructure and amenities. This includes improving bike access to transit stops, expanding parking options and accommodating bikes onboard buses and trains. The goal of the plan is to make bike+transit trips easier, safer, and more con

Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

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

TriMet’s TOD Program already has a robust track record of delivering and supporting affordable housing, civic infrastructure, and contributing to whole communities centered around transit. This Plan will provide a toolkit to directly promote housing density around transit by developing shared use district and regional parking models, unlocking underutilized Park & Ride sites, and leveraging resources that will reduce housing delivery costs. Additionally, granular data on Park & Ride user profiles will assist TriMet in determining what delivers greatest benefit, housing or parking?

Required forms

Title VI: Racial & Ethnic Impact Statement form
TM Park & Ride Optimzation_Racial-Ethnic-Impact-Statement.pdf

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

Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

Preparation of application

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

Would you like to receive TGM news and updates?

I am already subscribed

Today's date

7/23/2023

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

Date: July 27, 2022

To: Board of Directors

From: Sam Desue, Jr.

Subject: RESOLUTION NO. 22-07-45 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ENDORSING A PARK & RIDE OPTIMIZATION PLAN

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) endorse the development of a Park & Ride Optimization Plan and the application of a program planning grant for that purpose.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Resolution Endorsing Park & Ride Optimization Plan and Planning Grant

3. Reason for Board Action

The Board’s endorsement is required to establish program planning grant eligibility for the Park & Ride Optimization Plan.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

In 2019, the Oregon Department of Transportation (ODOT) awarded TriMet a Transportation Growth Management (TGM) grant to pursue a Regional Transit Oriented Development Plan (Regional TOD Plan). The Regional TOD Plan will establish a framework for managing and investing in TriMet’s real estate holdings to increase benefits to the region, and is intended to attract residents, businesses and related development to transit centers, main streets and transportation corridors to help accommodate regional growth. The Regional TOD Plan builds upon TriMet’s adopted TOD Guidelines, and helps TriMet to identify and evaluate TriMet real estate that can be better utilized to support communities and leverage investments in the regional transit network.

The Park & Ride Optimization Plan (Optimization Plan) will be consistent with both TriMet’s TOD Guidelines and the Regional TOD Plan, and will focus on the management, increased utilization and/or redevelopment of TriMet’s Park & Ride facilities. The Optimization Plan is intended to supplement and support transit oriented development by

providing further information and analysis of the region's mobility trends, specific to TriMet's parking facilities.

The Optimization Plan will review historic, current and projected parking utilization at Park & Rides, analyze time-of-use data and geographic demographics through license plate studies, and consider other key characteristics, such as facility access to major arterials. This review will evaluate major shifts in transportation patterns, including significant commuting changes due to flexible telework policies, projected impacts of proposed tolling on the region's key transportation corridors, and vehicle electrification.

The Optimization Plan also will analyze how Oregon's Climate-friendly and Equitable Communities legislation and regulations may influence the need for transit facilities to be made more environmentally sustainable through added greening, solar generation, and other investments, or to position them for transit-oriented development.

The Optimization Plan's primary goal is to identify which parking facilities are essential and equitable to retain for regional commuters, which may be consolidated, and which are surplus property for transit oriented development. Additionally, the Optimization Plan will offer recommendations on how management, investments, transit oriented development and shared-use parking agreements can expand the uses of Park & Ride facilities to enhance station area population densities, increase ridership, safety and security, deliver community benefits, and help create the vibrant transit station communities envisioned by the Portland Metro region.

6. Diversity

Not applicable.

7. Financial/Budget Impact

If awarded a TGM grant to create an Optimization Plan, TriMet will be responsible for providing 12% matching funds of the Plan's estimated budget of \$210,000. Consultant services utilized to complete the Plan will be directly reimbursed by ODOT and will not impact TriMet's budget.

8. Impact if Not Approved

If the Board decides not to approve this Resolution, the Optimization Plan will not be eligible for funding from the Oregon Department of Transportation's and the Department of Land Conservation and Development's Joint Transportation Growth Management (TGM) Planning Grant program.

RESOLUTION NO. 22-07-45

**RESOLUTION NO. 22-07-45 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ENDORSING A
PARK & RIDE OPTIMIZATION PLAN**

WHEREAS, TriMet owns and controls significant real property assets that may contribute to meeting the land use and transportation goals and policies defined in the region's adopted long-range plan (Metro 2040 Growth Concept), and which may be optimized for future use; and

WHEREAS, TriMet's Transit Oriented Development (TOD) Guidelines, Business Plan, Regional TOD Plan, and Climate Action Plan include key strategic actions to better utilize real property in support of increased public transit demand; and

WHEREAS, the endorsement of the TriMet Board of Directors (Board) for the development of a Park & Ride Optimization Plan is required in order for TriMet to qualify for a Transportation Growth Management (TGM) Program Planning Grant; and

WHEREAS, the Board desires to endorse the development of a Park & Ride Optimization Plan and facilitate TriMet's qualification for a TGM Program Planning Grant;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby endorses the development of a Park & Ride Optimization Plan for TriMet's real property within the transit system and wishes to facilitate TriMet's qualification for a TGM Program Planning Grant.

Dated: July 27, 2022



Presiding Officer

Attest:



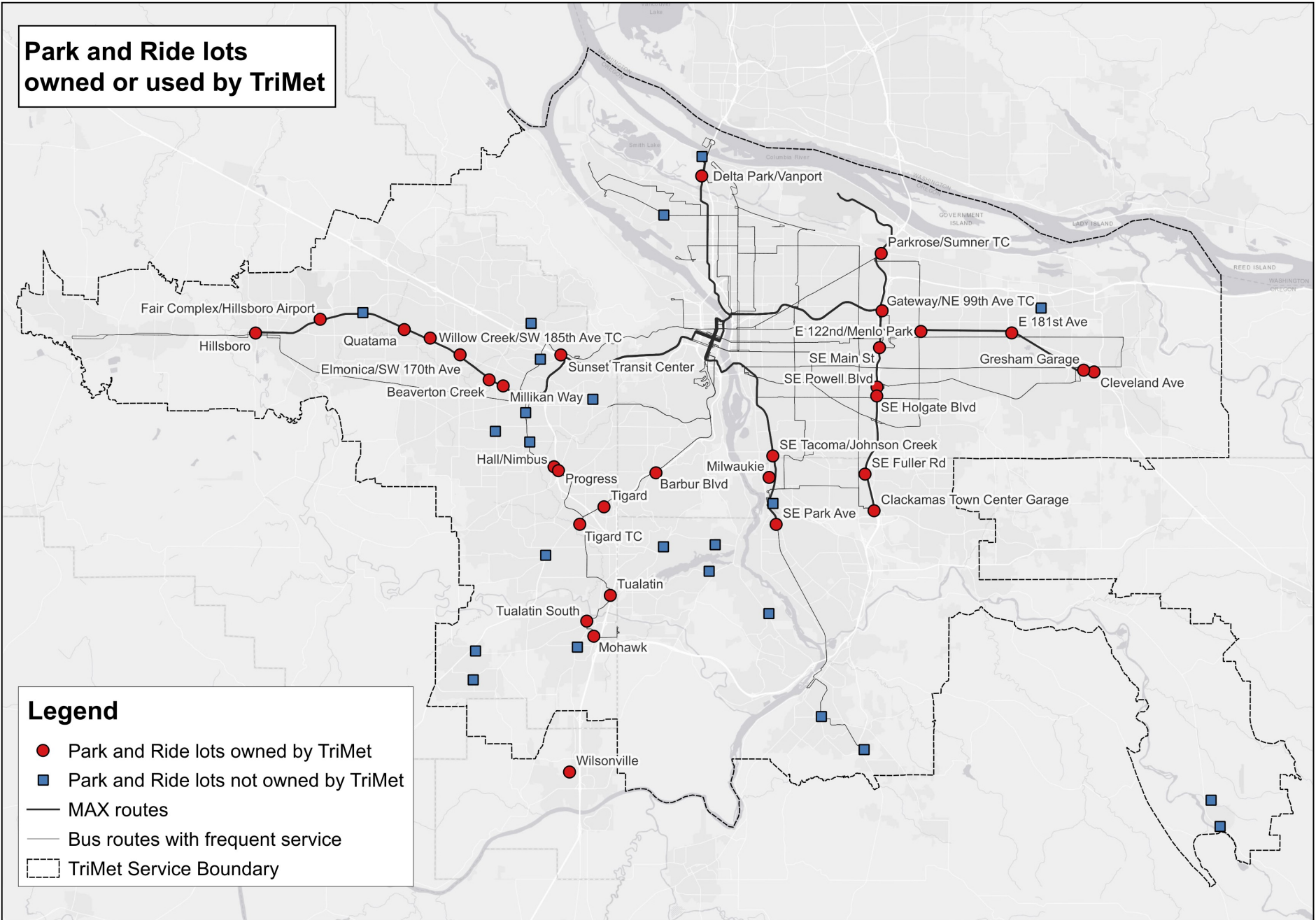
Recording Secretary

Approved as to Legal Sufficiency:

Gregory E. Skillman

Legal Department

Park and Ride lots owned or used by TriMet



Legend

- Park and Ride lots owned by TriMet
- Park and Ride lots not owned by TriMet
- MAX routes
- Bus routes with frequent service
- ▭ TriMet Service Boundary



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

July 5, 2023

Elizabeth Ledet, ODOT TGM
555 13th Street NE, Suite 2
Salem, OR 97301

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

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Dear Ms. Ledet, Mr. Bolen, and Mr. Holmstrom,

Metro would like to express our support for TriMet's application to the Transportation Growth Management (TGM) planning grant program for their Park & Ride Optimization Plan. TriMet has demonstrated high-capacity, vision, and ongoing commitment to the Metro 2040 Growth Concept throughout their planning work.

The Transit-Oriented Development programs at Metro and TriMet have been working closely to unlock the many mixed-use, mixed-income development opportunities across the region as a means to improve equitable access to transit and enhance opportunities to work, play and live in our community. Metro has been a key stakeholder throughout the development of TriMet's Regional TOD Plan, an important TGM funded effort, to expand upon their adopted Transit-Oriented Development Guidelines with an implementation toolkit and strategy.

The creation of this Park & Ride Optimization Plan will allow TriMet and the community it serves to build upon the TOD Regional Plan and derive the highest and best use at transit agency owned real estate. The studies performed under this plan will optimize Park & Ride sites, encourage transit-oriented development, and enhance our region's access to transit. Climate policy calls for focusing housing and job growth near transit to reduce congestion and emissions, and this plan will help the region to do that.

Metro looks forward to supporting TriMet on the development of this optimization plan as they engage in public outreach, analyze data, and leverage transit agency real estate assets to provide the greatest benefit to our community. TriMet has identified itself as a leader in integrating transportation, housing and economic development to foster and support a vibrant and thriving region. We encourage you to fund TriMet's request for a TGM planning grant to do this important work.

Sincerely,

A handwritten signature in black ink that reads "Eryn Kehe".

Eryn Deeming Kehe, AICP
Urban Policy and Development Manager
Metro

Transportation Research and Education Center (TREC)
Research and Graduate Studies

Post Office Box 751
Portland, Oregon 97207-0751
Fourth Avenue Building, Room 175
1900 SW Fourth Avenue

503-725-8545 tel
503-725-5950 fax
asktrec@pdx.edu
trec.pdx.edu

July 18, 2023

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Elizabeth Ledet, ODOT TGM
555 13th Street NE, Suite 2
Salem, OR 97301

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

Subject: TREC at Portland State University Letter of Support for 2023 Transportation and Growth Management Application – TriMet Park & Ride Optimization Plan

Dear Mr. Holmstrom, Ms. Ledet and Mr. Bolen,

The Transportation Research and Education Center (TREC) at Portland State University would like to express its support for TriMet's application of a Park & Ride Optimization Plan to the State of Oregon. TREC is a one-of-a-kind interdisciplinary center supporting collaborative research and education programs for our faculty, partners, community members, and students. Our research and work informs transportation policy and decision-making, builds academic and workforce capacity, engages and elevates voices, and provides an important lens for transportation investments in our community and beyond.

TREC and TriMet have many shared values and goals, and our frequent collaborations are a testament to that. We host events and seminars which provide a platform for agency policy and community planning efforts, TriMet staff regularly engage youth in our high school summer camp with immersive transportation career opportunities, and we have collaborated on research projects that provide better outcomes for the transportation and community. Our staff are in frequent communications to jointly envision a more just and equitable landscape of transportation system planning in the Portland region.

We believe TriMet has demonstrated leadership, vision, and ongoing commitment to supporting regional growth and equity through its planning work. Through its Transit-Oriented Development (TOD) program, TriMet continues to successfully unlock many mixed-use, mix-income development opportunities across the region that improve equitable access to transit and enhance opportunities to work, play and live in our community. Their Park & Ride Optimization Plan will undoubtedly provide urgency and leverage for the challenges that our current transportation system faces and generate agency needed to tackle the climate crisis of today. Federal, state, and local climate policies call for focusing on housing and job growth near transit to reduce congestion and emissions, and this Optimization Plan will allow the region to do just that.

TREC looks forward to supporting TriMet in its execution of this planning effort, and as it engages with the community to leverage transit real estate assets for further public benefit and proactively steer agency policy to equitable pricing and modal priority. TriMet has identified itself as a visionary leader in integrating transportation, housing, and economic development to foster and support a vibrant and thriving region. We encourage ODOT and DLCD to fund TriMet's request for a 2023 Transportation and Growth Management Grant to execute this important work.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Dill". The signature is fluid and cursive, with a small flourish at the end.

Jennifer Dill, PhD
Director and Professor

July 21, 2023

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Elizabeth Ledet, ODOT TGM
555 13th Street NE, Suite 2
Salem, OR 97301

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

Subject: City of Gresham Letter of Support for 2023 Transportation and Growth Management Application – TriMet Park & Ride Optimization Plan

Dear Mr. Holmstrom, Ms. Ledet and Mr. Bolen,

The City of Gresham is pleased to support TriMet in advancing a comprehensive Park & Ride Optimization Plan throughout its service area. Our community prides itself on being a vibrant, inclusive, and resilient community where everyone can share in economic prosperity, enjoy connection and belonging, and live a high-quality life. The in-depth planning and innovative policy work of our agency partners continually strengthen us and helps us to realize these intentional values and priorities in serving our community. As such, we are encouraged by the scope and effort outlined in TriMet proposal – playing a strong role in the overall modal hierarchy of our region by way of equitable mobility pricing, support for district parking models in transit rich centers, and better aligning its own policies with the state-wide housing goals and climate targets.

Earlier this month, we joined in celebration around the groundbreaking for the East County Library – a new 95,000 square foot regional flagship library. Our partners at Multnomah County are leading the charge in delivery of this remarkable destination and resource for east county residents. This exemplary project is the exact outcome that TriMet hopes to achieve and further replicate with an Optimization Plan. With TriMet’s leadership to consolidate patron parking access and better utilize its real estate assets at the Gresham City Hall Park & Ride, our community is provided with public land that can be fully realized and a new use that everyone can benefit from.

Conceiving the overall impact of this library investment and a vision to complement this new facility has been a noteworthy public partnership between Multnomah County, TriMet, Metro and City of Gresham. In summer of 2023, this four-way public partnership has successfully leveraged funding to further transform the existing Park & Ride site into a vibrant and pedestrianized public realm. With a recent award from Metro’s Nature in Neighborhoods Grant, a new Civic Hub plaza will further connect library patrons and neighboring residents with equitable transportation access, the regionally-significant Wy’East Way Trail, a new flagship library, and the front door of Gresham’s City Hall.

TriMet TOD Program has also been a key voice in our city’s recent Master Plan and visioning effort for the Civic/City Hall station area. With support and leadership on shared district parking models, orientation of street grids and circulation connections to optimize active transportation choices, TriMet’s TOD program continually leverages the comprehensive potential of the Gresham Civic Neighborhood. A future 25,000 square foot parcel retained from the former Park & Ride will further leverage complementary mixed-use density and housing choices for our city.



The City of Gresham looks forward to supporting TriMet throughout the delivery of this critical grant work as it looks towards recommendation to enhance overall public benefit, multi-modal access, and intensified transit-supportive uses. We are committed to partnering with TriMet on opportunities that boldly address climate strategies, housing affordability, and economic development. We encourage ODOT and DLCD to fund TriMet's request for a 2023 Transportation and Growth Management Grant to execute this important work.

Sincerely,



Eric Schmidt
Assistant City Manager
Eric.Schmidt@GreshamOregon.gov
503-618-2877



July 17, 2023

Elizabeth Ledet, ODOT TGM
555 13th Street NE, Suite 2
Salem, OR 97301

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

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Dear Ms. Ledet, Mr. Bolen, and Mr. Holmstrom:

The Street Trust is pleased to support TriMet's application to the Transportation Growth Management (TGM) planning grant program for its Park & Ride Optimization Plan.

The Street Trust campaigns to advance policies and investments to improve the air we breathe, keep families safer, support outdoor activity, reduce carbon emissions, and help connect people to jobs and critical services. Through its goal to maximize the efficiency of its land portfolio, TriMet's Park & Ride Optimization plan is an important step to reducing vehicle miles traveled and pollution that will make our streets safer and air cleaner – we wholeheartedly support the plan's development.

We live in unparalleled times where the challenges facing low-income and working class Oregonians have arguably never been greater. Income inequality, high inflation, shortage of housing, and climate change have combined to create a maelstrom impact that is making everyday life increasingly difficult for entire communities and cultures. Taking action to combat climate change and provide connected housing is essential. Failure to act will simply compound the rapidly accelerating challenges we are witnessing today.

The Street Trust believes that an equity-oriented plan to streamline TriMet's park & ride operations and portfolio will help address inequalities faced by low income and minority communities, in addition to unlocking new affordable housing and other

community-supportive development. In aggregate, these changes will help address climate change, make our streets safer, and bring benefits to our entire region by starting to offset the mistakes of our past.

Sincerely,



Sarah Iannarone (she/her)



SARAH IANNARONE
Executive Director

503-975-0240
sarah@thestreettrust.org

PO Box 14745, Portland, OR 97293
HUB at 1259 Lloyd Center

Director's Office

July 21, 2023

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Elizabeth Ledet, ODOT TGM
555 13th Street NE, Suite 2
Salem, OR 97301

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

Subject: Multnomah County Letter of Support for 2023 Transportation and Growth Management Application – TriMet Park & Ride Optimization Plan

Dear Mr. Holmstrom, Ms. Ledet and Mr. Bolen,

Multnomah County is happy to support TriMet's application for a Transportation and Growth Management Grant. With over 800,000 residents in our district, we are committed to planning for a dynamic community, providing leadership to ensure quality services, prioritizing the needs of our most vulnerable, and promoting a healthy, safe, and prosperous community for all. Our ongoing partnership with TriMet ensures that we maintain long-term environmental, social, and economic wellbeing for our shared community.

We cannot think of a better project to demonstrate the power and impact of a Park & Ride Optimization Plan than Multnomah County's new East County Library project. The East County Library is a cornerstone of the library bond, which voters passed in November 2020. This library will be a regional destination and serve the approximately 40% of Multnomah County residents who live east of I-205. By building a new 95,000 sf facility in Gresham, the library has the opportunity to dream big alongside the community and provide an exciting level of services and programming in a vibrant new location.

The future home selected for this regional destination is an asphalt parking lot historically underused by TriMet patrons – the Gresham City Hall Park & Ride. Upon the project's early conception at this location, it was clear that our agencies were aligned in our mission to deliver the highest impact facility at this remarkable location. With a well-positioned and underutilized facility just minutes away – the early decision and commitment to consolidate auto patrons at the Gresham Transit Center allowed our team to capitalize on the incredible location, access, amenities and transit that the Gresham City Hall Park & Ride site provided.

The East County Library is envisioned as a welcoming space with tangible public benefit, equitable access and unique amenities. Over the past 18 months, the library design has been thoughtfully crafted with this valuable context in mind. TriMet's TOD Program has provided continual guidance to our team on the State of Oregon's new Climate Friendly and Equitable Communities legislation. This monumental reform has thoughtfully influenced the consideration of modal access and amenities delivered by the project, the orientation and positioning of the building to connect staff and visitors with

bus and rail, and future development potential adjacent to the library. With 450,000 annual visitors projected to visit this new location, the library has ample opportunity to bring equity and access to East County with this civic destination. We are equally delighted by the role in which existing transit provides access to opportunity for our patrons – as the role our East County Library's location plays in supporting renewable transit trips throughout the region.

With TriMet's partnership, we expect this world-class facility will rise above and beyond traditional expectations for what a modern library investment can deliver to the lives of so many in our community. We hope other cities and counties throughout the region can similarly benefit from TriMet's forward-thinking vision, guiding civic facilities and community investments towards undeveloped parking lots and helping to unlock a multitude of community benefits.

With the State of Oregon's funding support, this visionary effort is sure to deliver a comprehensive resource and shape station area planning investments for decades to come. Thank you for your consideration.

Kind Regards,

A handwritten signature in black ink that reads "Tracey Massey". The signature is written in a cursive, flowing style.

Tracey Massey
Director and CIO
Multnomah County, Department of County Assets



Main Office • 133 SW 2nd Ave, Ste 201 • Portland, OR 97204
Willamette Valley Office • 454 Willamette St, Ste 213 • Eugene, OR 97401
Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528

July 27, 2023

Elizabeth Ledet, ODOT TGM
555 13th Street NE, Suite 2
Salem, OR 97301

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

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Dear Ms. Ledet, Mr. Bolen, and Mr. Holmstrom,

1000 Friends of Oregon is pleased to express support for TriMet's application to the Transportation Growth Management (TGM) planning grant program for its Park & Ride Optimization Plan. For nearly 50 years, 1000 Friends of Oregon has worked with Oregonians to leverage the state's special and unique land use planning program to foster connected, vibrant, and beautiful cities and towns while protecting farms, forests, and watersheds from sprawl development and irreversible conversion. We applaud TriMet's desire to update its Park & Ride Optimization Plan to deliver more affordable, convenient, and safer options for people to get around the region.

We understand this funding opportunity is a critical action in updating and expanding the transportation options in response to the current needs of residents and visitors. This action also increases the viability for future development and redevelopment of Park and Ride infrastructure. The data collection TriMet seeks to complete with this funding will give the agency a far more granular understanding of how many users utilize Park and Ride structures, what their use patterns are like, and what are the demographics of these individuals. This data can then be used in the future to analyze trade-offs between offering parking and redeveloping sites near transit for residential or commercial uses. This first analysis phase will help ensure changes to Park and Rides do not hurt riders who may have longer commutes and/or may depend on Park and Ride infrastructure to meet their transportation needs.

TriMet's transit-oriented development (TOD) program continues to demonstrate how aligning land use decisions, housing investments, and regional transit infrastructure can bring

lasting benefits to residents, visitors, businesses, and our environment. 1000 Friends advocated and collaborated with TriMet to improve its transit oriented development program, including requiring explicit affordability targets for construction in new TOD projects.

Creating high-population housing and employment centers near transit can unlock environmental benefits by reducing the need for private vehicles. Creating connected, inclusive centers and corridors with more options to get around reduces greenhouse gas (GHG) emissions, avoids spikes in greenhouse gas emissions associated with low-density sprawl development, protects our farms, forests and watersheds outside our urban growth boundaries by encouraging and enabling cities to build up and in, and addresses our housing affordability and availability crisis head-on.

1000 Friends of Oregon understands that this Park & Ride Optimization Plan will allow TriMet and the community it serves to build upon the TOD Regional Plan and derive the highest and best use at transit agency owned real estate. Oregon's greenhouse gas emission targets and our air quality standards require all of us to focus on expanding options for more Oregonians to live, work, play, and pray near safe, reliable, affordable, and convenient transit options.^{1 2 3} Your investment in TriMet's proposal can help all of us realize these goals.

Given many statewide and regional changes happening due to the adoption of remote work, creating missing middle housing through HB 2001, and parking minimum changes created by climate friendly and equitable communities rulemaking, ensuring Park and Ride infrastructure aligns with the region's long term growth and changes is essential for increasing transit use.

1000 Friends is committed to smart growth development across Oregon. We look forward to supporting TriMet as it moves toward this goal by optimizing its Park & Ride in a way that is collaborative, equitable, and successful.

Thank you for your consideration.

Sincerely,

Brett Morgan
Transportation Director and Legislative Manager
For and on behalf of 1000 Friends of Oregon

¹ https://www.sgc.ca.gov/programs/ahsc/docs/20221208-AHSC_R6_Full_Report_2022_Final_Draft.pdf

² <https://drive.google.com/file/d/1mABhuv5TKmnBLQ8n0-uF03HZqYoflw5c/view>

³ <https://drive.google.com/drive/folders/1Y8P1D20Bi6LVwJFVS3g90AfH7QsOqaah>

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

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

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

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

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.