

2025 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2025 Application Packet](#) before filling out this grant application.

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

Applications must be received by July 31, 2025 at 11:59 p.m. (PDT)

Applicant information

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

Response instructions are on page 9 of the 2025 Application Packet.

Primary applicant jurisdiction

Tri-County Metropolitan Transportation District of Oregon (TriMet)

Mailing address

4012 SE 17th Ave.

Address Line 1

Suite 700

Address Line 2

Portland

City

Oregon

State

97202

Zip Code

Website

<https://trimet.org/about/index.htm>

Contact person name

Alex

First

Page

Last

Contact person title

Planner

Contact phone

(503) 347-4406

Contact email

PageJ@TriMet.org

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

Sam M.

First

Desue, Jr.

Last

Title of above named person

General Manager

Phone

(503) 962-4831

Email

DesueS@TriMet.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

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

Res 07-23-38 Endorsing Updated TriMet Bike Plan.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

TriMet Bike Plan Evaluation and Implementation 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

TGM_TriMet_System_Map.pdf

Option 2: Project area description

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

TriMet is a special purpose district of the State of Oregon, governed by a seven-member Board appointed by the Governor. TriMet serves a population of approximately 1.8 million people in a 533-square-mile service district within the urban portion of the three-county Portland metropolitan area. TriMet currently has 6,620 bus stops, with more than 1,000 bus shelters; 96 MAX stations; and 16 Transit Centers from which the public accesses its light-rail vehicles and fixed-route buses. Facilities also include secure parking for 440 bicycles, 512 secure bike lockers and 967 bike rack spaces.

ODOT region (1-5)

Region 1

[ODOT Region Map](#)

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

Type of grant

Category 1: Transportation System Planning

Summary description of project

This project will evaluate TriMet's 2016 Bike Plan to better address the connection between bikes and transit in the current landscape, which has changed greatly this past decade. With a consultant, staff will collect data on service and facility usage; examine operational, security and maintenance challenges; and research best practices and peer agency strategies. The updated Bike Plan will focus on cost-effective project implementation and new policy recommendations, to support active multi-modal transportation options that help people reach essential destinations. This project will deliver an Implementation Plan to be adopted by the TriMet Board and prioritize TriMet's ongoing investments in bike infrastructure.

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

Project cost table

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

**TGM funds
requested for the
work identified in
Criterion 3**

Consultant

\$175,422.00

Local reimbursement

**Total TGM funds
requested**
\$175,422.00

Local match**Minimum Match (Calculated)**

\$20,077.83

*Approximately 11.5% of requested funds***Match to be provided****Labor, supplies and services during project**

\$20,078.00

Payment when Intergovernmental Agreement is signed**Total Match to be Provided**\$20,078.00

Award criteria

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

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

Response instructions are on page 13 of the 2025 Application Packet.

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

In 2016, with a community advisory committee and jurisdictional partners, TriMet created a Bike Plan proposing ways to make bike-connected transit trips safer and more convenient. It prioritized locations for bike infrastructure improvements; addressed questions about safely transporting bikes on buses and trains; and spoke to the need for regional cooperation.

The 2016 Bike Plan was responsive to Metro's 2014 Regional Transportation Functional Plan; state law (ORS 366.514); a 2011 Pedestrian Network Analysis; the Portland Bicycle Plan for 2030; the Clackamas County Active Transportation Plan; and other active transportation documents, but it is specific to TriMet's role in connecting biking and transit.

From the 1990s to 2006, biking swelled. Four of Portland's bridges saw a 300% increase in daily bike trips. Yearly increases leveled off to steady 3% growth by 2011. In 2014, cyclists were making more than 20,000 daily trips over those bridges, and biking was 7% of the city's mode share. In 2015, biking and transit ridership was strong, and demand was high for bike accommodations on and around transit.

The 2016 plan expected growth. It documented existing conditions and sought public and staff input. Hundreds of comments were received through open houses and an online survey tool. The plan evaluated deficiencies at more than 6,800 rail and bus stations and stops, determined gaps and prioritized focus areas. At this time, Portland was on the cusp of introducing a bike share program, so the 2016 Bike Plan included recommendations for integrating the new program into the existing transit system.

Much has changed. Just as the Bike Plan published, a slow decline in bike trips began, followed by dramatic decreases during the pandemic (2020-2022). Since 2016, bike commutes in Portland have dropped by roughly 40%, although the number grew slightly from 2023 to 2024. Commuting patterns across all transportation modes have changed radically, and TriMet has introduced changes to transit service aligned to post-pandemic demand.

With more biking infrastructure now in place, and with E-bikes and E-scooters ubiquitous in Portland, the landscape has changed. The bike share program reached 100,000 rides in less than two months of operation and now provides more than a half million rides annually. TriMet's online trip planner now integrates options to add bike, bike rental, Park & Ride and E-scooter rental to a transit trip.

An update to the Bike Plan is critical as TriMet launches its Strategic Plan, TriMet 2030. This new Bike Plan will support four of the five strategic objectives: elevating the customer experience, ensuring financial stability, increasing investments in safe and reliable infrastructure and advancing TriMet's value to the region. If undertaken now, this effort will provide the necessary data to make cost-effective improvements that better match current and projected needs of existing and potential transit riders.

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

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

The project's primary goals are to develop an Implementation Plan for TriMet bike infrastructure and provide data-driven recommendations for partners. TriMet's service district encompasses 26 cities in three counties. TriMet works with these entities as they plan, own and maintain the rights-of-way that affect how a person travels to or from their nearest transit stop. Planning for safe access to each bus stop, transit center or light-rail station must be accomplished within the regulatory context of the jurisdiction in which it is located.

TriMet provides general guidance for improvements for multi-modal transit access by mapping usage and engaging with the public to collect and analyze relevant data. Past and current planning efforts include the TriMet Pedestrian Plan (2020); a Transit Realty Use Plan, better known as TriMet's Regional TOD Plan (completed in 2023 with a 2019 TGM award); and a Park & Ride Optimization Plan (currently underway with a 2023 TGM award). Each of these documents informs a different aspect of access to transit, as will the proposed project.

These overarching planning documents align with state and regional Transportation Improvement Plans and provide a common resource that will make access better and safer for the hundreds of thousands of residents who ride public transit every year.

This project will evaluate TriMet's 2016 Bike Plan, funded by an earlier TGM award, to ensure alignment with the plans listed above, as well as TriMet's Design Criteria Manual. The project will include public engagement and data analysis around utilization of built facilities. Research into current best practices and peer agency utilization will lead to analysis of opportunity costs, potential operational and security challenges and ongoing maintenance needs. This will lead to a clear Implementation Plan focused on low- or no-cost investments and recommendations for policy language and actions to better integrate bikes and transit into project scopes across the region.

This plan supports TGM Objectives 1.1, 1.2, 1.3, 1.4, 2.3, 4.1, 4.2 and 5.1. Evaluating the Bike Plan will reveal opportunities to further connect transportation networks designed for safety, mobility and health. Research and public engagement will lead to recommendations that are supportive of social, economic and cultural needs.

As the Metro region creates greater housing density inside the Urban Growth Boundary, this plan for efficient active transportation options will help people reach essential destinations. The plan will encourage greater transit and bicycling mode share, reducing emissions of air pollution and greenhouse gases. This will advance not only local and regional climate goals, but the State's ambitious carbon emissions targets as well.

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

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

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

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in

- federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2025 Application Packet.

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

With recent changes in travel patterns and travel demand, and uncertain economic conditions ahead, evaluating and updating the 2016 Bike Plan is urgent. This project will center the economic realities facing the organization and our region. TGM funding will inform the development of an Implementation Plan that focuses on internal alignment and coordination around bike infrastructure, as well as rightsizing previous investments and adapting to the variable nature of multi-modal travel. A thorough evaluation, along with additional data analysis, will make for a better, more cost-effective Implementation Plan.

Largely due to greater economic and social forces, much of the bike infrastructure investments made in the past 25 years has not yielded transit growth. However, the facts have not changed: bikes are cost-effective, eco-friendly and good for individuals' health and fitness, and they provide excellent access to transit. With the expectation that biking in the Portland area is just beginning its recovery, TriMet needs to fully understand current conditions and take action now to increase ridership in the future.

Transit was at a low point in 2020, but it is in a recovery state, with ridership increasing by 23% in 2021, 22% in 2022 and 14% in 2023. As TriMet continues to adjust service, this planning project will capture current bicycle-transit utilization data. It will document how E-bikes can fit into multi-modal travel in the region. It will inform future growth.

TriMet added its first Frequent Express (FX) service in 2022, and this route experienced ridership increase of 40% in its first year. A second FX line is in design, with a third in early planning stages. FX lines' larger vehicles have on-board bike capacity, and FX stations are built to integrate seamless bicycle movement. TriMet is currently studying how to optimize its Park & Ride facilities and continues to engage in Transit Oriented Development opportunities. These projects, and others, are reliant on multi-modal data and will be informed by the evaluation of the 2016 Bike Plan.

As future capital investments like these are being made, an evaluation of the Bike Plan will effectively help guide investments in secure bike storage and transit access via bicycle. The Implementation Plan that is borne of this evaluation will help to guide responsible investments with the limited operating and maintenance funds shown in financial forecasts.

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

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

After the updated Bike Plan is adopted by the TriMet Board of Directors, it will be the foundation for recommended changes to the Design Criteria Manual, and the new Implementation Plan will inform TriMet's budgeting and financial forecasting. With the Facility Master Plan, it will influence project prioritization.

TriMet's capital projects, by nature, must be accomplished in partnership with jurisdictions via Inter-Governmental Agreements. The new Bike Plan will provide relevant data about infrastructure needs and describe strong transit-bike connections, which could be adopted into city and county design criteria. Jurisdictions may use this new data and guidance to update their Transportation System Plans; identify shared project scopes; or update development codes or roadway classifications.

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

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

The updated Bike Plan will become a regional resource for future capital projects across three counties. The data will help inform local jurisdictions' Transportation System Plans and Metro's prioritized project list that is part of the Regional Transportation Plan.

The Bike Plan evaluation will determine what pieces of bike-related infrastructure are functioning well and should be retained, upgraded or duplicated. It will identify underutilized or operationally unmanageable assets and features that would better serve the public. This information will be available to inform future private and public development. The project will affect how TriMet works with jurisdictions in building new transit corridors. An important objective of the project is to encourage bicycle use, enhance education around bikes on transit and build a supportive culture for multi-modal travelers in the region.

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

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

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

Response instructions are on page 16 of the 2025 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Evaluation of 2016 Bike Plan and Collection of Current Data – 3 months

(80% Consultant:20% TriMet)

Summarize accomplishments within the Bike Plan into a progress report along with both qualitative and quantitative evaluations on the previous plan's effectiveness. Collect and analyze utilization rates for constructed bike facilities. Conduct spatial analysis to understand post-pandemic bicycle movement within the transit district. Review agency policies to plan improvements to internal coordination. Examine barriers and research best practices and proven solutions.

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

Outreach and Qualitative Data Collection – 2 months

(70% Consultant:30% TriMet)

Utilize focus groups to gather public feedback. Gather relevant comments from TriMet customer service channels before and after the adoption of the 2016 Bike Plan. Summarize responses regarding critical barriers, successes and failures in implementation. Interview staff in Facilities, Operations, Hop, LIFT, Engineering and Public Affairs. Perform jurisdictional outreach about project prioritization and barriers to integrating bikes and transit. Conduct a peer agency review on post-pandemic travel patterns. Perform current best practice research on facilitating multi-modal travel.

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

Analysis and Review – 4 months

(80% Consultant:20% TriMet)

Develop regional crosswalk for current projects and prioritized areas in the 2016 Bike Plan. Develop new prioritization criteria. Identify growth opportunities. Develop cost estimations, cost-benefit analyses and lifecycle cost analyses. Update project prioritization. Align and integrate internal policies and processes. Identify potential funding sources.

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

Final Plan and Recommendations – 3 months

(80% Consultant:20% TriMet)

Draft updates to Bike Plan. Review internally for alignment to other documents and processes. Recommend policy changes. Review with partners. Complete the Bike Plan for adoption by the TriMet Board of Directors. From the findings, develop the Implementation Plan. Present findings and recommendations to stakeholders. The result will be actionable, cost-estimated bike-transit projects to integrate into existing and future scopes of work.

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

How will the project approach support investment decisions that align with Oregon's

Transportation Plan and Transportation Planning Rules?

This project will carry forward projects that further the goals of both the Oregon Transportation Plan (OTP), and the Statewide Planning Goals (SPG). This project will support OTP Goals: 6.1, 6.2, 6.3, 6.5, and 6.6, while Goal 12 of the SPG is met through the focus on safe and convenient transportation options that provide economic opportunity for the “transportation disadvantaged.” The adoption of the 2016 Bicycle Plan showed TriMet’s intention to integrate multi-modal connections that meet the needs of riders. This project will focus that intention into an Implementation Plan that will further state goals.

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

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

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

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

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

Response instructions are on page 17 of the 2025 Application Packet.

Upload letters of support here

TriMet_LOS_TGM2025.pdf

PDFs only. Max 2 mb per file.

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

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

Response instructions are on page 18 of the 2025 Application Packet.

Describe the experience and availability of key staff

The Project Team has the experience to complete this project in a timely manner.

Alex Page, Planner, has been at TriMet for two years. As Project Manager, he will determine the scope, manage the budget and supervise the team.

Ben Meysohn, Service Performance & Analysis Manager, will help define a system for collecting and analyzing data, developing tracking procedures and creating reports.

Gwen Eckelman, Senior Project Manager in Transit Design, has a background in planning, engineering and bike culture that will contribute to aligning the updated Bike Plan with TriMet's Design Manual and other documents.

Michael Corrente, Senior Project Manager in Engineering & Construction, is currently working on the Layovers and Transit Centers program and will ensure the updated Bike Plan aligns with transit center improvements.

Fiona Lyon, TOD Program Manager-Design, has a background in urban design and station area planning. As leader of TriMet's 2023 Regional TOD Plan and the Park & Ride Optimization Plan, she will focus on including vertical development and horizontal multi-modal station access in future agency and partner investments.

Amparo Agosto, Community Engagement Programs Manager, will facilitate public engagement to learn about public needs related to biking and transit.

John Serra, Local Government Affairs Program Manager, will assist in disseminating the updated Bike Plan to local governments as they consider new capital projects that intersect with transit.

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

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

The project team, collectively, has tenure of more than 20 years at TriMet, and the agency has a history of successfully completing local, state and federal grant-funded projects on time and on budget. With strong project management practices, staff are well-equipped to scope the project within the 15-month period. With an existing plan to work from, and a clear list of objectives to achieve, the team is confident that the project will be completed within three years.

In addition, Alex is a transit planning professional with 10+ years of experience. He works on TriMet's Long Range Planning efforts using data-informed analysis and stakeholder engagement. Alex is currently supporting a strategic transit vision underway at the agency, and will be leading this update of TriMet's Bike Plan. Alex serves on various technical advisory committees around the region, especially now as Transportation System Plans are being updated under Climate-Friendly and Equitable Communities rules.

Before working as a Long Range Planner for TriMet, he worked for Ride Connection helping to build out their shuttle program, providing new transportation options to vulnerable populations and low-income workers. Alex worked specifically as a Project Manager for 3 years, where he oversaw various transportation-related projects, including new technology asset implementation, food pantry delivery programs during the pandemic, and transit partner program development.

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

If applicable, list applicant's TGM projects within last 10 years and their status

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

TGM File Code	Project Title	Status
	TriMet Transit Realty Use Plan	<div>This 2019 TGM award funded TriMet's Transit-Oriented Development Plan (https://trimet.org/tod/pdf/tod-regional-plan.pdf), which won the Women in Transportation's Innovative Transportation Solutions Award when published in 2023.</div> <div>300 character limit.</div>

1C-23

Park & Ride Optimization Plan

The Park & Ride Optimization Plan kicked off in January 2025 with a signed IGA. It is underway with the consultant Fehr & Peers. The Plan will deliver a strategy to maximize productivity of TriMet's real property, balancing parking provision with livability, economic prosperity and transit access.

300 character limit.

Bonus points: Housing (up to 10 points)

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

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

The final document will:

- Support bike-transit connections throughout the region, providing access to multi-modal travel and first/last mile connections to and from housing and family-wage jobs
- Integrate lessons learned from a recent Metro/PSU Research Study on TOD resident mobility patterns to better understand barriers and opportunities influencing transportation choices
- Advocate for creative transportation demand management approaches

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

Required forms

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

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

PDFs only. Max 2 mb per file.

Certifications

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

Eligibility criteria

- ☒ This application demonstrates a clear transportation relationship
- ☒ This application demonstrates adoption of products to meet project objectives
- ☒ This application demonstrates the support of local officials

Preparation of application

- ☒ This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - ☐ This application was prepared by the following COMPENSATED consultant (indicate below)
 - ☐ This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

☐ Yes ☐ No ☒ I am already subscribed

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

Today's date

7/23/2025

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

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

Date: July 23, 2025

To: Board of Directors

From: Sam Desue, Jr.

Subject: **RESOLUTION NO. 25-07-38 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ENDORSING AN EVALUATION AND UPDATE OF THE TRIMET BIKE PLAN**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) endorse TriMet's evaluation and update of its 2016 Bike Plan, and the Agency's intention to apply for a Joint Transportation and Growth Management Program Planning Grant for that purpose.

2. Type of Agenda Item

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other: Endorsement of 2016 Bike Plan Update and Application for Joint Transportation and Growth Management Program Planning Grant

3. Reason for Board Action

The Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) require the Board's endorsement to establish grant eligibility for their Joint Transportation and Growth Management Program.

4. Type of Action

- ☒ Resolution
- ☐ Ordinance 1st Reading
- ☐ Ordinance 2nd Reading
- ☐ Other

5. Background

In 2016, TriMet completed a Bike Plan focused on 1) improved public access to transit centers and bus stops, 2) bicycle parking and facilities, and 3) innovative integration of bikes and transit. During the ten years since the adoption of the Plan, the region has seen a dramatic increase in e-bike use, increasing the accessibility of public transit through multi-modal integration. In addition, bike and scooter share programs have expanded, changing mobility options and public access to transit. Post-pandemic travel patterns also have changed the use of bicycle facilities within the TriMet system.

In light of the changing reliance on transit and increased e-bike, bike, and scooter usage, it is time to evaluate the utilization of TriMet's bicycle investments and the integration of bicycles with public transit.

The creation of the 2016 Bike Plan was originally funded through an ODOT/DLCD Joint Transportation Growth Management (TGM) Program Planning Grant. TriMet intends to apply for a similar grant to fund an evaluation of its implementation of the 2016 Bike Plan, analyze new data concerning customer needs and their utilization of bicycle-related facilities, and research current best practices and innovations in multi-modal integration. This evaluation, analysis and research will yield recommendations for TriMet bike policies that consider opportunity costs, operational and security challenges, cost-reduction measures, and ongoing maintenance requirements.

As the Metro region creates greater housing density inside the Urban Growth Boundary, TriMet's updated Bike Plan will present efficient, active transportation options to help people reach essential destinations. The evaluation, analysis and research provided through the TGM Grant is expected to deliver an updated Bike Plan to the Board that re-prioritizes TriMet's ongoing investments in bike infrastructure in the context of the Agency's financial forecasts and projected ridership demands.

6. Financial/Budget Impact

If awarded a TGM grant to update the Bike Plan, TriMet would be responsible for providing 10.27% matching funds for the Plan's estimated budget of \$175,000. Staff time, which already is included in TriMet's adopted FY2026 Budget, would be allocated as a match for the grant requirements. Consultant services utilized to complete the Plan would be directly reimbursed by ODOT and would not affect TriMet's Budget.

7. Impact if Not Approved

If the Board decides not to approve this Resolution, the Bike Plan update will not be eligible for funding from the ODOT/DLCD Joint Transportation Growth Management (TGM) Program Planning Grant.

RESOLUTION NO. 25-07-38

**RESOLUTION NO. 25-07-38 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET)**

WHEREAS, TriMet's 2016 Bike Plan include strategies or actions to support ridership and/or multi-modal transit access; and

WHEREAS, the endorsement of the TriMet Board of Directors (Board) is required for TriMet to apply for an Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) Joint Transportation Growth Management (TGM) Program Planning Grant for the purpose of evaluating and updating TriMet's 2016 Bike Plan; and

WHEREAS, by this Resolution No. 25-07-38, dated July 23, 2025, the TriMet Board of Directors (Board) desires to facilitate TriMet's qualification for an ODOT/DLCD Joint TGM Program Planning Grant, and endorse the Agency's development of an updated Bike Plan;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby endorses the project of updating its 2016 Bike Plan and approves of TriMet's intention to apply for an ODOT/DLCD Joint TGM Program Planning Grant.

Dated: July 23, 2025



Presiding Officer

Attest:



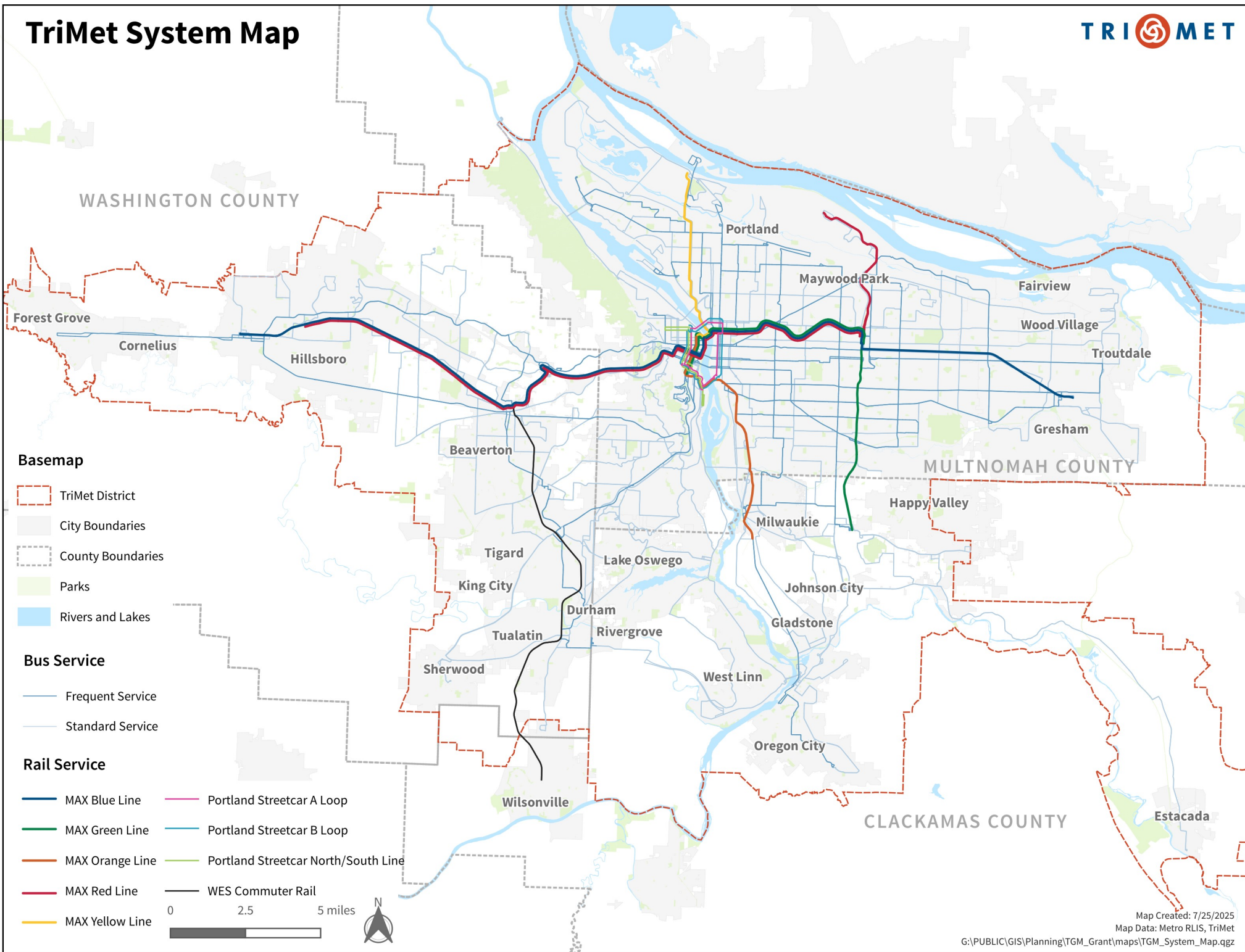
Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

TriMet System Map





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

July 15, 2025

Virginia Elandt, ODOT TGM
635 Capitol Street NE, MS 11
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. Elandt, Mr. Bolen, and Mr. Holmstrom:

Metro would like to express support for TriMet's application to the Transportation Growth Management planning grant program for its Bike Plan Evaluation.

Metro and TriMet have worked together for years to build a region that supports everyone and the social and economic opportunities they seek. By evaluating the progress of TriMet's Bike Plan, and re-prioritizing investments to better integrate bicycles and transit, Metro sees an opportunity to recalibrate the Bike Plan to the region's post-pandemic travel behaviors. Metro is eager to extend our support for TriMet's commitment to multi-modal integration. We're pleased to know that TriMet is committed towards progress on our shared goals and values for the region.

Metro believes a more connected and equitable region has transportation options, and infrastructure, that support multi-modal travel. TriMet's 2016 Bike Plan identified infrastructure investments both on TriMet-owned properties, and accessing them. Metro encourages the collaboration and partnerships between local jurisdictions and TriMet to achieve a more connected transit network, and to ensure plans, guidelines, and policies align across the organization.

Metro looks forward to supporting TriMet in the evaluation and update of its Bike Plan to optimize and prioritize projects that encourage transit ridership. Metro has supported previous TGM grants awarded to TriMet, and is pleased to do so again. We encourage you to fund TriMet's request for a TGM planning grant to follow-up on, and complete the work of integrating bicycles and transit.

Sincerely,

A handwritten signature in black ink, reading "Ted Leybold", written over a light beige rectangular background.

Ted Leybold
Transportation Policy Manager



July 22, 2025

To: Virginia Elandt, ODOT TGM
635 Capitol Street NE, MS 11
Salem, OR 97301-3871

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

Bill Holmstrom, Oregon DLCD
635 Capitol Street NE, Suite 150
Salem, OR 97301-3871

Re: Transportation Growth Management planning grant

Dear Ms. Elandt, 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 Bike Plan Evaluation.

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. We support an evaluation and re-centering of the agency's bike infrastructure, policies, and priorities in order to increase bicycle user access within the transit system. Having supported the 2016 Bike Plan, we are eager to extend our support to TriMet as they push forward their plans for multi-modal integration. TriMet's commitment to support ridership through safety, access, and infrastructure is progress towards our organization's shared goals and values.

Better bicycle integration into TriMet's properties, other plans, and procedures can increase access to and from transit—extending the utility of transit for those who have fewer options in jobs and housing, and transportation options between the two. While huge strides have been made to accommodate the growth of bicycles on the system, and to integrate the two modes better through infrastructure investments, we know that transportation remains a huge obstacle for Oregon's most vulnerable populations.



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

Virginia Elandt, ODOT TGM
635 Capitol Street NE, MS 11
Salem, OR 97301-3871

Re: Transportation Growth Management planning grant

Dear Ms. Elandt,

Clackamas County would like to express support for TriMet's application to the Transportation Growth Management (TGM) program for its Bike Plan Evaluation.

Multi-modal access to TriMet facilities is critical in Clackamas County. Since the transit network is not as dense as other places in the region, it is even more important to facilitate bicycle access to transit stops and transit centers throughout the County. We recognize the need to develop an updated plan and re-prioritize investments that responds to the current mobility landscape. Funding from this grant will help TriMet focus on how their policies and actions can support access and help the county to meet its objectives for safe and reliable transit.

We believe more transportation options, infrastructure, and coordination are necessary to meet mobility needs of our residents. TriMet's 2016 Bike Plan identified infrastructure investments on TriMet-owned properties and accessibility needs to major transit centers within local jurisdictions, but this plan is outdated. The project will begin to address Clackamas County's need for a more connected transit network by providing appropriate guidelines, policies and data-driven recommendations for investments for multi-modal access.

Clackamas County looks forward to participating in the evaluation and update of TriMet's Bike Plan. We encourage you to fund TriMet's request for a TGM planning grant for this project.

Sincerely,

Karen Buehrig
Long Range Planning Manager

Cc: Glen Bolen, ODOT Region 1; Bill Holmstrom, Oregon DLCD

TriMet and The Street Trust believe that encouraging transit access for bicycle users can not only make individual lives better, but in aggregate have enormous benefits to the region through reduced carbon emissions, safer streets, and creating a more connected region.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah", with a long horizontal flourish extending to the right.

Sarah Iannarone
Executive Director, The Street Trust

The Street Trust is a membership advocacy organization representing street users from across Greater Portland regardless of mode. We work to break political gridlock and win policy and investments that save lives, reduce barriers, and expand mobility and opportunities to the people and neighborhoods our current system neglects.

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.