

ConnectOregon V Application Checklist

Project Name: Bike Share Phase 2: Jobs, Training & Transit.

Project Location: City of Portland, various locations.

Applicant: City of Portland Bureau of Transportation

Applicant Representative: Commissioner Steve Novick

Reviewer Name: _____

Reviewer Phone: _____

All applicable answers must be completed by the applicant. Applications that do not contain answers for all applicable questions will be deemed incomplete and will not be forwarded to Modal or Regional Review Committees for consideration.

This Application Checklist has been incorporated into the application to assist applicants with completeness. Carefully review your application utilizing the following checklist for completeness prior to submission to ODOT. The completed checklist must be submitted as part of each application.

Completeness:

Project Summary and Certification

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1 – Contact Information
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2 – Name and location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3 – Cost Summary (completed automatically)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4 – Signature and match to name from contact person listed in Item 1

Project Description

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5 – Project summary
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6 – Project purpose and description completed (<input checked="" type="checkbox"/> Maps included)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7 – Detailed Location
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8 – Mode
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9 – Region
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	10 – Taxes – (“Tax Information” Form required) To be verified by <i>ConnectOregon</i>
staff			
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	11 – Rail applicant requirements (“Rail Agreement” Form required)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	12 – Responsible party
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	13 – Source of operational funds
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	14 – Funding for operation secured or budgeted (<input type="checkbox"/> description with No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 – Real estate (<input type="checkbox"/> Signature contact information for No answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16 – Property purchase (<input type="checkbox"/> Escrow answered for Yes answer)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17 – Property leased
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18 – Property Details

Project Budget and Schedule

Staff	Applicant	N/A	Question #
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19 – Source and amount of funds (<input checked="" type="checkbox"/> 19a complete, <input checked="" type="checkbox"/> 19b complete, <input checked="" type="checkbox"/> 19c complete)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20 – Source and timing of match (<input checked="" type="checkbox"/> Source, <input checked="" type="checkbox"/> Amount, <input checked="" type="checkbox"/> Year and month)

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2

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 21 – Description of larger project context (Commitment letters checked)
- 22 – Urgency
- 23 – Construction readiness
- 24 – Milestone budgets
- 25 – Documentation and permits tables – ALL boxes must be checked
- 26 – Project in public or corporate planning document
- 27 – Other construction timeframe consideration
- 28 – Support of public agencies
(Additional information provided for Yes answer)
- 29 – Other construction readiness text box (optional)
- 30 – Certainty of Schedule (30 complete, 36 complete)

Project Details

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Question #
- 31 – Project useful life
 - 32 – Improves/creates critical link (Additional checked for Yes answer)
 - 33 – Measure of success (33a complete, 33b complete)
 - 34 – Connection to industrial/employment center (Additional checked for Yes answer) (34a complete)
 - 35 – Link workers to jobs (35a complete, 35b complete, 35c complete, 35d complete)
 - 36 – Link to medical, social services, shopping (36a complete, 36b complete, 36c complete, 36d complete)
 - 37 – All applicable checked (Explanation provided)
 - 38 – Business Clusters (Details provided)
 - 39 – Job increase/retention (39a complete, 39b complete, 39c complete, 39d complete)(Commitment letters box checked)
(Explanation provided)
 - 40 – Short-term construction related jobs (40a complete, 40b complete, 40c complete)
 - 41 – Unemployment rate (Details provided)
 - 42 – Improve safety (Documentation or explanation provided)

Other Considerations and Information

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Question #
- 43 – Other Considerations Text box
 - 44 – Support materials
Question #26 – Commitment letters
Question #28 – Public agency coordination
Question #39 – Commitment letters from businesses and organizations
Other Supporting documentation
 - 45 – Modal Budget (complete appropriate budget for primary mode selected)

Addenda

<u>Staff</u>	<u>Applicant</u>	<u>N/A</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Question #
- Additional text (optional)
 - Additional signature page – (Signatures match names)

APPLICANT NOTES:

STAFF NOTES: _____



ConnectOregon V Program Application 2013-2014

To ensure you have current program information, sign up for the *ConnectOregon* electronic mailing list at: https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_135

- Please read *ConnectOregon V Application Instructions* prior to completing this application.
- The *Application Instructions*, the *Draft Project Agreement*, and *Frequently Asked Questions* are available on the *ConnectOregon V* website: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>
- Submission Requirements are detailed in Section 9 of the *Application Instructions*.
- Completed *Application* and *Checklist* are required.
- Answer all questions.

Project Summary and Certification

1. Applicant

ORGANIZATION NAME City of Portland Bureau of Transportation	CONTACT PERSON NAME Steve Novick	
ADDRESS 1221 SW 4th Ave	CONTACT PERSON TITLE Commissioner of Transportation	
CITY, STATE, ZIP Portland, OR 97204	PHONE 503-823-4682	FAX 503-823-4019
WEBSITE ADDRESS www.portlandoregon.gov/novick	E-MAIL (REQUIRED) steve.novick@portlandoregon.gov	

2. Project name and location

PROJECT NAME Bike Share Phase 2: Jobs, Training & Transit	PROJECT LOCATION Portland	STAFF USE ONLY
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3. Cost summary (These fields will fill automatically as the application is completed.)

a. <i>ConnectOregon V</i> grant amount	\$2000000
b. Match amount (20% of grant).....	\$500000
c. <i>ConnectOregon V</i> loan amount.....	\$0
d. <i>ConnectOregon V</i> overmatch amount.....	\$2200000
e. <i>ConnectOregon V</i> project total	\$4700000

4. Certification

I certify that Portland Bureau of Transportation supports the proposed project, has the legal authority

APPLICANT ORGANIZATION

to pledge matching funds, and has the legal authority to apply for *ConnectOregon V* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the *Sample Draft Agreement* and will sign the *Agreement* if selected.

APPLICANT SIGNATURE X	PRINT NAME Commissioner Steve Novick	DATE 11/21/13
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Project Description

5. Project summary

BRIEF SUMMARY OF PROJECT (MAXIMUM 400 CHARACTERS)

Bike Share Phase 2: Jobs, Training & Transit expands the state's largest public bike sharing system by adding 30 new stations and connecting the state's largest employment centers, workforce training sites, and high-capacity transit lines. The project will provide healthy, equitable access to jobs, job training, commercial corridors and transit for thousands of Portland residents and commuters.

6. Project purpose and description

Project maps must be included with this application. Maximum map size: 11 by 17 inches. Attach additional pages if necessary.

* For projects with any portion in ODOT right-of-way, the right-of-way must be clearly identified and portions of the project in ODOT right-of-way must be identified.

PROJECT DESCRIPTION AND PURPOSE (MAXIMUM 4500 CHARACTERS)

In 2014, Portland will launch the state's largest public bike sharing system. Portland Bike Share will include 750 bikes strategically positioned in 75 stations throughout the central core of the city. Portland Bike Share's funding includes five million dollars in private sector investment and two million in local and federal dollars.

Portland's bike share system will let people check out a bicycle to ride from one point in the city to another for a small fee. In over 40 US cities, bike share systems have proven popular and successful by giving residents, commuters and visitors a fast, inexpensive and healthy transportation option. This project will greatly expand the public transportation system and offer 24-hour mobility. It increases access to jobs, connecting the state's largest industrial center, commercial corridors and workforce training centers. (For the Bike Share FAQ, see Addenda).

Bike Share Phase 2 expands the initial system by 40%, from 75 to 105 stations and from 750 to 1050 bikes. The expansion is anchored by the industrial and employment centers of Swan Island and the Central Eastside Industrial District (CEID). The project will connect transit service, commercial districts, and residential areas that feed Swan Island and the CEID to create a densely connected active transportation grid. The expansion will significantly expand access to jobs, workforce training centers, educational opportunities and commercial districts for thousands of residents and employees.

Portland Bike Share will initially serve over 32,000 households and 8,500 employers. It will connect the state's largest university (Portland State University) and medical research hospital (Oregon Health Science University), and the rapidly developing residential and commercial districts on both side of the Willamette River. This project increases the system's reach to more than 59,000 households and 10,900 employers. The expansion incorporates Swan Island's expanding Daimler North America campus, Portland Community College's new workforce training center and its Cascade Campus, and 10 eastside commercial districts. The expansion will transform Portland Bike Share from a downtown-focused bicycle rental operation to a wide-scale transportation system.

Bike Share Phase 2 will also help solve significant transportation problems in two vital economic centers of the city. Swan Island presents a unique transportation challenge. A National Highway System Intermodal Connector Route, N Going is the only road in or out of Swan Island. Maintaining capacity and minimizing congestion on N Going is imperative to Swan Island businesses' competitiveness. Bike share on Swan Island will provide on-demand transportation connects to TriMet's light rail system a little over one mile away. With ODOT support, Portland recently built a multi-use path along Going Street and upgraded facilities on Swan Island. Bike share will improve mobility and provide hundreds of Swan Island employees on swing and night shifts with new access to MAX light rail service.

The Central Eastside Industrial area also presents transportation challenges. This major employment area, just across the Willamette River from downtown, is home to over 1,100 businesses and 17,000 employees. While there are a number of transit options, very few connect directly to the area's dense industrial core. Bike Share Phase 2 will connect the industrial area along the river to the vast transit network just outside the area and to the commercial districts and residential neighborhoods that are the catalyst and backbone of Portland's eastside redevelopment.

Bike Share Phase 2 is an innovate, cost-efficient job, training and transit access project. By leveraging millions of private investment and Portland's world-class bicycle network, this project will transform access to two of the state's largest industrial areas and expand the city's newest public transportation system

7. Project location

STREET ADDRESS OR NEAREST STREET INTERSECTION 1120 SW 5th Ave		
CITY(IES) Portland	COUNTY(IES) Multnomah	
GPS COORDINATES N45° 30.939', W122° 40.7319'	LATITUDE (DEGREES AND DECIMAL) 45.5156504	LONGITUDE (DEGREES AND DECIMAL) -122.678865
COUNTY TAX PARCEL IDENTIFICATION NUMBER(S)		

8. Project mode (check all that apply): Air Marine Rail Transit Bicycle/Pedestrian

9. ConnectOregon region CO Region 1 CO Region 2 CO Region 3 CO Region 4 CO Region 5
For more information, refer to the *Application Instructions*. For processing purposes, when projects are located in more than one *ConnectOregon* region, applicant must identify which region will contain the majority of the planned project.

10.

a) Is the applicant responsible for paying state and local taxes, fees, and assessments?

Yes No N/A Public Agency

b) Are all taxes and fees current? Yes No

If no, explain:

(MAXIMUM 400 CHARACTERS)

Complete Form "Tax Information Authorization" and attach with application.

11. For rail applicants, is the applicant a railroad that operates solely in Benton or Linn County? Yes No

Required for a yes answer: Complete Form "Railroad Certification" and attach with application.

12. After project completion who will assume responsibility for the continued maintenance and operation of the project?

RESPONSIBLE PARTY
City of Portland Bureau of Transportation

13. What will be the source(s) of funds for the continued maintenance and operation of the project?

SOURCE(S)
Bike share operating revenues and private sponsorships will fund continued maintenance and operation.

14. What is the status of funds for maintenance and operations?

Secured - available now Budgeted - committed for future Unknown or unconfirmed

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance:

<small>DESCRIBE</small> Bike share private sponsorships are secured and available before the initial system launch in 2014; operating revenues are projected and based on expected usage from modeling data and examples in other cities.
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15. Is all the property required for the project owned by the applicant? (See also Questions 16-18.)

- Yes, project real estate is *wholly* owned by the applicant
- No, project real estate is *partly* owned by the applicant
- No

If yes, project area is wholly owned, what was the purchase price of the property?

<small>PURCHASE PRICE</small>
\$0.00

If no, project area is partly owned, or if no, include the property owner's information and signature for the non-owned portion:

OWNER NAME	PHONE
OWNER ADDRESS	FAX
OWNER CITY, STATE, ZIP	E-MAIL
AUTHORIZED REPRESENTATIVE NAME	AUTHORIZED REPRESENTATIVE PHONE
AUTHORIZED REPRESENTATIVE ADDRESS	AUTHORIZED REPRESENTATIVE FAX
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP	AUTHORIZED REPRESENTATIVE E-MAIL

I certify that _____ is authorized to use the real estate underlying the project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project, and that these rules may require a 20-year lease of the site.

<small>PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE</small> X	<small>PRINT NAME</small>	<small>DATE</small>
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Check if additional owners are listed on Page 34 of this application.

16. Will the project property or easements be purchased by the applicant to complete the project? Yes No
If yes, is the property in escrow? Yes No

17. Will the project property be leased by the applicant? Yes No
If yes, have the negotiations begun? Yes No

18. Provide any additional property details:

ADDITIONAL DETAILS (MAXIMUM 1600 CHARACTERS)

Bike share stations will most frequently be positioned in the public right of way, controlled by the City of Portland Bureau of Transportation. In situations where stations are placed on private property a memorandum of agreement with the property owner is all that is required to operate and is common in bike share systems throughout North America. The City of Portland Bureau of Transportation hold memorandums of agreement with private property owners for other programs as well, including our bicycle locker program.

Project Budget and Schedule

19. Identify the source and amount of funds for the project budget, including grants, loans, and matching funds.

SOURCE		AMOUNT	DATE AVAILABLE		STAFF USE ONLY
			CALENDAR YEAR	MONTH	
a. Grant portion		\$2,500,000.00	2014	10	0.0000
1. Required match (For grants: 20% grant project subtotal)	\$500,000.00		2014	01	0.0000
2. <i>ConnectOregon V</i> grant amount requested	\$2,000,000.00				0.0000
b. <i>ConnectOregon V</i> loan portion requested (no match required)		\$0.00			0.0000
c. <i>ConnectOregon V</i> total (a+b)		\$2,500,000.00	2014	10	0.0000
d. Additional applicant match (not required)		\$2,200,000.00	2014	01	0.0000
Project total		\$4,700,000.00			0.0000

20. For grant projects, detail the source and timing of the match shown above.

TYPE OF MATCH	SOURCE OF MATCH FUNDS	AMOUNT	WILL THIS EXPENDITURE BE INCURRED PRIOR TO COMPLETION OF AGREEMENT	DATE AVAILABLE		STAFF USE ONLY
				CALENDAR YEAR	MONTH	
Labor (payroll)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Contracted services			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Materials and supplies			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Capital outlay – land (purchase price)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Capital equipment	City of Portland	\$2,700,000.00	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2014	01	0.0000
Other (describe)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Other (describe)			<input type="checkbox"/> Yes <input type="checkbox"/> No			0.0000
Total <i>Total must equal</i> \$2,700,000.00 <i>19.a.1–Required match + 19.d–Additional applicant match</i>		\$2,700,000.00				0.0000

21. If the **ConnectOregon V** project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are already completed or already funded and which remaining portions are **ConnectOregon V** eligible.

DESCRIBE (MAXIMUM 1200 CHARACTERS)

Bike Share Phase 2 is part of the Portland Bike Share system, which is funded and will begin operating in spring 2014. The initial phase of Portland Bike Share includes 750 bicycles at 75 stations. Station density will average roughly one station every five city blocks on the west side of the city with more targeted station placement on the east side in order to serve high density employment, residential, and commercial sites, while connecting users to transit stations. A map of the initial phase and phase 2 station locations is included in this application.

The initial phase of the project is funded with \$5 million of committed private sponsorship and \$2 million of public funding secured through the Regional Flexible Funds program.

22. Is there an urgency to this project? (See *Application Instructions* for examples) Yes No

If yes, describe below:

DESCRIBE

Quickly building upon the initial bike share launch in 2014 will capitalize on private funding and sponsorships and public interest. In other cities, expanding bike share systems quickly after an initial launch has brought in more users, operating revenue, and public support than systems that expand more slowly.

23. Is the project construction ready? Yes No N/A

If no, describe the remaining steps and when these steps will occur if *ConnectOregon* funds are received:

DESCRIBE

24. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.

MILESTONE	<input checked="" type="checkbox"/> CONSTRUCTION PROJECTS	<input type="checkbox"/> OTHER (NON-CONSTRUCTION) PROJECTS – DESCRIBE	HAS THE MILESTONE BEEN MET?	PROJECTED START DATE OF MILESTONE WORK	PROJECTED MILESTONE COMPLETION DATE
1	Scoping and planning		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	9/1/14	1/2/15
2	Right-of-way and land acquisition		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		N/A
3	Permits		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		N/A
4	Final Plans/bidding engineering documents		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	10/1/14	2/3/14
5	Construction contract award		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2/1/13	2/1/13
6	Project completion		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3/2/15

25. Complete the following table regarding pre-construction documentation and permits. (Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the *ConnectOregon V Application Instructions* for detailed explanations of the terms below.)

ENVIRONMENTAL AND PUBLIC INVOLVEMENT					
STEP	STATUS				
	PERMIT COMPLETED	PERMIT UNDERWAY	PERMIT REQUIRED	NOT APPLICABLE	DON'T KNOW
a. NEPA Categorical Exclusion (CE).....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. NEPA Environmental Assessment (EA).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Environmental Impact Statement (EIS).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Air-quality conformity determination.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. In-water work permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Army Corps of Engineers permit.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Coordination of project approval with any Native American tribe or another state.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Stakeholder involvement.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Permits.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PLANNING AND LAND USE					
STEP	STATUS				
	INCLUDED COMPLETE	INCLUDED UNDERWAY	STILL NEEDED	NOT APPLICABLE	DON'T KNOW
l. Identified in adopted transportation system plan (TSP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m. Identified in adopted local comprehensive plan.....	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Identified in adopted regional transportation plan (RTP)...	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o. Identified in Zoning amendment.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p. Goal exception (if required by state planning goals)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
r. Other (describe).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List other federal, state, modal, regional, or local plans where this project is listed.

NAME OF PLAN	PROJECT SPECIFIC	ROUTE/SITE SPECIFIC	GENERAL GOAL/POLICY
Oregon Transportation Plan.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DESIGN AND SPECIFICATION						
STEP	STATUS					
	ALREADY COMPLETED	INCOMPLETE/ UNDERWAY	STILL REQUIRED	NOT APPLICABLE	DON'T KNOW	
s. Engineering and/or design services contracted.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
t. 30% design and environmental complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
u. 60% design complete	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
v. 90% preliminary design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
w. Final design complete.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
x. Plans and specifications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
y. Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
z. Other (describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

26. Describe how the proposed project is consistent with or identified in a public or corporate planning document. Provide the portion of the document that applies.

LIST PROJECTS (MAXIMUM 1600 CHARACTERS)

The following plans call for a city-wide bike share system in Portland or other policy goals that bike share directly supports:
 -The Portland Plan
 -The Regional Transportation Plan
 -The City of Portland Bicycle Plan for 2030

The following plans' policy goals are consistent with implementing a city-wide bike share system in Portland.
 -The Oregon Transportation Plan
 -City of Portland and Multnomah County Climate Action Plan 2009

The following plans are currently being updated and will include city-wide bike share systems in the update:
 -The City of Portland Transportation System Plan
 -The City of Portland Comprehensive Plan

Check if documentation of the approval coordination is attached in *Supplemental Information*.

27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?

Yes No No; however, additional information is included in addenda.

If yes, note the periods when construction is limited:

RESTRICTION DESCRIPTION	START DATE OF RESTRICTION	END DATE OF RESTRICTION

28. Can you demonstrate project support from public agencies that must approve the project?

Yes Yes, started but not completed No

LIST APPROVALS (MAXIMUM 1600 CHARACTERS)

The City of Portland Bureau of Transportation is the applicant and executor of the project.

Check if documentation of the approval coordination is attached in *Supplemental Information*.

29. Describe any unique construction-readiness issues or possible delays not identified above:

DESCRIBE (MAXIMUM 1600 CHARACTERS)

30. The project schedule presented above has the following level of risk involved.

High Medium Low

a. Describe the reason for your answer regarding level of risk.

(MAXIMUM 300 CHARACTERS)
 The Portland Bureau of Transportation is committed to expanding the bike share system and has already identified locations in the public right of way where this project can be completed immediately.

b. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. City or consultant engineer, construction project manager, city staff, etc.)

(MAXIMUM 300 CHARACTERS)
 The City of Portland's bike share project manager determines the project schedule and has been working on bringing bike share to Portland for more than three years. The City's contractor for the project, Alta Bicycle Share, is the nation's largest operator of bike share systems.

Project Details

31. What is the project's useful life?

YEARS	10
-------	----

32. Does the project improve existing or create new critical links for Oregon’s transportation system?

Yes No

IF YES, CHECK ALL THAT APPLY:

The project:

- creates a new link
- improves an existing link

The project improves or creates new transportation links:

- between multiple modes of transportation (check all that apply)
 - air marine pipeline passenger rail freight rail transit truck
 - bus bicycle pedestrian personal automobile
- to transportation networks outside Oregon

EXPLAIN (MAXIMUM 400 CHARACTERS).
 Bike share will serve as the city's newest public transportation system, thus every station is a new link providing greater access to the overall system. In addition, the 30 new stations will also improve links between modes for the entire transportation system by improving last-mile connections for transit and extending access to high-capacity bus and MAX stations.

33. How is success measured for this type of project?

THIS ANSWER MUST INCLUDE THE METHODOLOGY FOR CALCULATION. ATTACH ADDITIONAL INFORMATION IN QUESTION #44 AS NECESSARY. (MAXIMUM 300 CHARACTERS)

The increase in bike share usage, based on trip data collected automatically as part of the overall system's operation.

- a. What is the existing measurement today? 500,000 bicycle trips (projected)
- b. What is anticipated measurement when the project is fully operational? 650,000 trips

34. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?

Yes No

IF YES, CHECK ALL THAT APPLY:

The project:

- Creates a new connection
- Improves an existing connection

a. This project improves or creates access to:

<input checked="" type="checkbox"/> Industrial center	SPECIFY Swan Island, Central Eastside Industrial District
<input checked="" type="checkbox"/> Employment center	SPECIFY Portland Central Business District
<input type="checkbox"/> This project provides access to	SITE NAME
which is a site certified as “Project Ready” by the Oregon Business Development Department (OBDD). For more information, refer to the <i>Application Instructions</i> .	

35. Does this project link workers to jobs?

Yes No

EXPLAIN (MAXIMUM 300 CHARACTERS)
 This project provides a new transportation option to access, Swan Island, the Central Eastside Industrial District, and 10 neighborhood commercial districts. Additionally, the project connects to the initial bike share system dramatically increasing access to and from the central city, the location of 150,000 jobs.

a. Which mode(s) are linked for workers:

MODE LINKS (CHECK ALL THAT APPLY)		
<input checked="" type="checkbox"/> Fixed-route bus	<input checked="" type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS)	

b. Estimated use by new workers:

ESTIMATED NUMBER OF NEW WORKERS PER DAY EXPECTED TO USE THE PASSENGER SERVICE WHEN OPENED 650
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) Portland Bike Share is projected to have 5,600 annual members in year 2 of operating. This project expands annual membership 40% to 2,240 additional people. User surveys in Minneapolis* show 29% of annual members use bike share to commute. *Data from Nice Ride Minnesota 2011 annual member survey.

c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.

DESCRIBE Half (15) of the stations are located in census tracts with 19% to 40% of the residents identifying as a member of a community of color. In addition, nine stations are in census tracts with 17% to 29% of the residents living at or below the federal poverty level. Information from the American Community Survey, 2011 5-year Average.
--

d. Geographic service level:

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

36. Does this project link populations to medical care, social services, or shopping?

Yes No

EXPLAIN (MAXIMUM 300 CHARACTERS)
 25 of the 30 new bike share stations will be placed in neighborhood commercial districts which include shopping, medical care, and social services. Additionally, this project links to the initial phase of bike share expanding access to the central city where social service agencies, medical care offices, and shopping are concentrated.

a. Mode links for medical care, social services, shopping:

MODE LINKS (CHECK ALL THAT APPLY)		
<input checked="" type="checkbox"/> Fixed-route bus	<input checked="" type="checkbox"/> Light rail	<input type="checkbox"/> Air services
<input type="checkbox"/> Demand-responsive bus	<input type="checkbox"/> Passenger rail	<input type="checkbox"/> Ferry
<input checked="" type="checkbox"/> Bicycle/Pedestrian	<input type="checkbox"/> Commuter rail	<input type="checkbox"/> Water taxi
<input type="checkbox"/> Other	DESCRIBE (MAXIMUM 75 CHARACTERS)	

b. Estimated use by new users:

ESTIMATED NUMBER OF NEW USERS PER DAY EXPECTED TO USE THE SERVICE WHEN OPENED 1075
EXPLAIN BASIS FOR ESTIMATE (MAXIMUM 300 CHARACTERS) This project expands annual membership 40% to 2,240 additional people. User surveys in Washington DC* report 45% of annual members use bike share for shopping and other errands. Use by day-pass purchases adds 67 projected users per day. *Data from Capital Bike Share 2011 Annual Member Survey

c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project.

DESCRIBE
 Half (15) of the stations are located in census tracts with 19% to 40% of the residents identifying as a member of a community of color. In addition, nine stations are in census tracts with 17% to 29% of the residents living at or below the federal poverty level. Information from the American Community Survey, 2011 5-year Average.

d. Geographic service level:

IDENTIFY GEOGRAPHIC SERVICE AREA (CHECK ALL THAT APPLY)	
<input type="checkbox"/> Rural	<input type="checkbox"/> Intercity (between towns or cities)
<input checked="" type="checkbox"/> Intra-city (within a town or city)	<input type="checkbox"/> International
<input type="checkbox"/> Interstate (between states)	

37. This project will improve system efficiency and/or utilization by:

- increasing system capacity
- relieving a bottleneck or congestion point
- completing one or more gaps in Oregon's transportation system
- removing an existing barrier
- reducing traffic or use conflicts
- improving geometrics
- implementing technology
- Other (describe below)

EXPLAIN (MAXIMUM 1250 CHARACTERS) INCLUDE IN YOUR ANSWER AND ATTACH DOCUMENTATION SUPPORTING YOUR ANSWER. CITE IN QUESTION #44

This project increases system capacity by reducing drive-alone trips. Bike share systems in other US cities have found that annual members switch 19-21% of their trips from driving to bike share. User surveys with trip diaries will determine increase in system capacity based on drive-alone trip reduction after the project is operation.

Expanding bike share to Swan Island and throughout the Central Eastside Industrial District will bridge the gap between these employment centers and existing transit service and provide a convenient and affordable last-mile connection for transit commuters.

In addition, expanding the bike share system will bring new transportation technology to thousands of Portland commuters and residents who will not live or work within the initial system's reach.

38. Does the project serve one or more of Oregon's Statewide Business Clusters? For more information, refer to the **Application Instructions**.

STATEWIDE BUSINESS CLUSTERS (CHECK ALL THAT APPLY)

<input type="checkbox"/> Agriculture	<input type="checkbox"/> Forestry and Wood Products
<input checked="" type="checkbox"/> Athletic & Outdoor Gear and Apparel	<input type="checkbox"/> Green Building and Development
<input type="checkbox"/> Aviation	<input checked="" type="checkbox"/> Manufacturing
<input type="checkbox"/> Bioscience	<input type="checkbox"/> Nursery Products
<input checked="" type="checkbox"/> Breweries	
<input checked="" type="checkbox"/> Creative Industries	<input type="checkbox"/> Semiconductors and Electronics Components
<input type="checkbox"/> Defense	<input type="checkbox"/> Software
<input checked="" type="checkbox"/> Education Services and Technology	<input type="checkbox"/> Solar
<input checked="" type="checkbox"/> Electric Vehicles and Sustainable Trans.	<input checked="" type="checkbox"/> Tourism and Hospitality
<input type="checkbox"/> Energy Efficiency	<input type="checkbox"/> Wave Energy
<input type="checkbox"/> Environmental Technology and Services	<input type="checkbox"/> Wind Energy
<input type="checkbox"/> Food Processing	

PROVIDE DETAIL (MAXIMUM 500 CHARACTERS)

Bike share will inject \$3.4 million into the Portland area's tourism industry. Station locations will serve Swan Island, the Central Eastside Industrial District, and 10 neighborhood commercial districts which includes thousands of manufacturing jobs, Daimler Trucks North America's headquarters where Car2Go is based as a staging center, Portland Community College's Cascade Campus, Dr. Martens' Portland headquarters, and other industries falling into the indicated state business clusters.

39. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?

Yes* No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project.....	5
b. Average annual wage of long-term (non-construction) jobs created or retained	\$14.40
c. List up to five businesses that will verify job creation/retention or new private investment	
BUSINESS NAME	NAME OF CONTACT PERSON
1. Alta Bicycle Share	Mia Birk
2.	
3.	
4.	
5.	
d. What is the size of the increase or initial investment by these businesses in Oregon as a result of this project?.....	\$444,000.00
* <input checked="" type="checkbox"/> <i>Required for a yes answer.</i> Commitment letters must be included in <i>Supplemental Information</i> and cited in Question # 44. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.	
EXPLAIN (MAXIMUM 400 CHARACTERS) For businesses and employers in transportation-constrained areas such as Swan Island and the Central Eastside Industrial District, providing an additional transportation option for employees, job trainees and customers is vital to retaining businesses and allowing existing employers to continue to invest in their current locations.	

40. Consider to what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?

a. What year were the planning and engineering, land and construction cost estimates done for this project and by whom:

YEAR COST ESTIMATE WAS DONE	BUSINESS NAME	ESTIMATE ELEMENT (IF MORE THAN ONE)
1-2,000,000	Alta Bicycle Share	30 bike share stations and 300 bikes.
2.		
3.		
4.		
5.		

b. For which year are the costs estimated? (i.e., the cost estimate was done in 2011 for a project expected to occur in 2014 and so the estimator inflated the costs of the project to 2014 dollars; therefore, the answer would be 2014.)

EXPLAIN (MAXIMUM 400 CHARACTERS)

The project costs are estimated for the year 2015, when the project will be implemented.

c. The short-run jobs supported by this project are: 51.7
 (Calculate the jobs number using Fields 1-5 below. The result in Field 5 below will populate here.)

Field 1. Project costs (planning, engineering, land, construction)	Field 2. Inflation Adjustment factor based on year (see instructions)	Field 3. Project cost multiplied by Inflation Adjustment Factor (Field 1 x Field 2)	Field 4. Result divided by 1,000,000 (Field 3/1,000,000)	Field 5. Result multiplied by the job multiplier of 11.8 (Field 4 x 11.8)
\$4,700,000.00	0.88	4,136,000	4.136	51.7

41. What is the unemployment rate in the project area?

Average unemployment rate in the project area for the last 12 months (Refer to the <i>Application Instructions</i>)	7 %	COUNTY/JURISDICTION Portland
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PROVIDE ADDITIONAL DETAILS ON ANY OTHER SPECIAL ECONOMIC CONSIDERATIONS IN THE PROJECT LOCATION

42. Does the project improve safety?

Yes* No

* *Required for a yes answer.* Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring.

EXPLAIN (MAXIMUM 400 CHARACTERS) PLEASE NOTE THE NUMBER AND TYPE OF INCIDENTS (FATAL ACCIDENT, INJURY ACCIDENT, PROPERTY-DAMAGE ACCIDENT, CRIME, OR OTHER) WITHIN A SPECIFIED TIMEFRAME.

Implementing Bike Share Phase 2 will result in a reduction of Portland's bicycle crash rate by 1.6%. The crash rate is calculated by dividing total number of bicycle crashes by total number of bicycle trips in Portland. Results are a projection of bike share ridership and crash numbers that are based on other cities where crash rates declined after implementation.

Other Considerations and Information

43. Describe any other considerations and information that support why the project should be selected:

DESCRIBE (MAXIMUM 1200 CHARACTERS)

Bike Share Phase 2: Jobs, Training & Transit has wide ranging support from business leaders, state lawmakers, educational and job training institutions, as well as transportation agencies. The project is supported by State Senator Diane Rosenbaum, State Representative Jules Bailey, Swan Island's largest two employers, Daimler Trucks North America and Vigor Industrial, Portland Community College's Cascade Campus, the Metro Active Transportation program, and TriMet.

44. List the supporting materials to be submitted in your paper application packet.

Question #26: Commitment letters:

1. City, regional, and state plans that call for a bike sharing system in Portland.
2.
3.
4.
5.

Question #28: Documentation of coordination and support of public agencies that must approve the project.

1. N/A
2.
3.
4.
5.

Question #39: Commitment letters from businesses or organizations stating their intention to operate in Oregon and their intentions regarding job creation and private investment plans over a specified period.

1. Commitment letter from Alta Bicycle Share.
2.

3.
4.
5.

Other supporting documents:

1. Letters of support
2.
3.
4.
5.

BICYCLE/PEDESTRIAN

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
PRELIMINARY ENGINEERING (PE)			
<u>Project Administration</u>			
1. ODOT Project Administration for federal projects (TE or TA)			
2. Applicant Staff Costs - Direct	80 hours	\$76/hr	\$6,080
<u>Project Development and PE</u>			
1. Surveying & Descriptions			
2. Engineering Design			
3.			
<u>Environmental Work</u>			
1.			
2.			
<u>Coordination and Outreach</u>			
1. Station Planning and Outreach	520 hours	\$76/hr	\$39,520
2.			
Total PE			\$45,600

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
RIGHT-OF-WAY (ROW)			
1. Appraisal & Negotiation			
2. Acquisition (Land / Improvement)			
3. Relocation & Damages			
4. Personnel & Legal Cost			
		<i>Total ROW</i>	
UTILITY & RAILROAD (UR)			
1. Utility Relocation			
2. Railroad Costs			
		<i>Total UR</i>	
NON-CONSTRUCTION (OTHER)			
1. Leased Space			
2. Capital Equipment	30 bike share stations; 300 bikes	\$65,146	\$1,954,400
3. Education & Interpretive			
4. Enforcement Activities			
		<i>Total OTHER</i>	\$1,954,400
CONSTRUCTION (CONST)			
<u>Mobilization & Traffic Control</u>			
1. Mobilization (10%)			
2. Traffic Control, TP & DT (10% min)			

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<u>Erosion & Sediment Control</u>			
1.			0
2.			0
			0
<u>Roadwork (Bikeway or Walkway)</u>			
1. Construction Surveys			0
2. Clearing & Grubbing			0
3. Excavation			0
4. Stabilization			0
			0
			0
<u>Drainage & Sewers</u>			
1.			0
2.			0
			0
<u>Structures</u>			
1. Buildings			0
			0
			0
2. Bridges			0
			0
			0
3. Retaining Walls			0
			0
			0

	Quantity (Q)	Unit Price (UP)	Cost (QxUP)
<u>Traffic Control & Illumination</u>			
1. Signs			0
2. Signals			0
3. Pavement Marking			0
4. Lighting			0
			0
			0
<u>Other Costs - Construction</u>			
1. Landscaping			0
2. Fences			0
3. Water Quality Features			0
4. Erosion Control Seeding			0
			0
			0
		Construction Subtotal	0
<u>Contingency</u>	20-30% of total construction costs above		
<u>Construction Engineering</u>	15-20% of construction with contingency		
		Total CONST	0
		TOTAL COST	\$2,000,000

Addenda

Attach additional text here as necessary, identifying the question number. Please note: Only additional text contained on this page will be considered as part of this application. Additional pages will not be considered.

MAXIMUM 4500 CHARACTERS

Frequently Asked Questions – Bike Share

What is bike share?

Bike share systems allow for short term bike rental at self service kiosks. Bikes can be returned to any station throughout the network, allowing for one-way trips. Portland’s bike share system will be open 24 hours a day, 365 days a year.

What kind of bicycle is used for bike share?

Bike share systems use bicycles specifically designed to withstand being outdoors in urban environments for long periods of time. These bikes are sturdy, yet comfortable to ride. The bikes have built-in front and rear lights that are powered by a generator. They have adjustable-height seats and baskets to conveniently hold a purse, briefcase or shopping bag. They also look unique to prevent theft and are outfitted with an electronic system that lets the bike be checked in and out of stations. Bikes are clean and reliable.

Where are bikes stored, checked out and returned?

Bike share systems include a fleet of bikes that are stored, checked out and returned at bike share “stations” located throughout a metropolitan area. The number of stations varies depending on the area served and the density of stations. Capital Bikeshare in Washington, D.C., for example, has 140 stations in D.C. and Northern Virginia. Customers check out and return bikes on their own by following the posted instructions. Stations consist of a series of bike docks, which lock and release the bikes at the beginning and end of rides, bike share bikes, a power source (usually solar), payment interface and signage to make the stations visible and easy to use. Portland’s station will be 40 to more than 70 feet long and are six feet wide. Locations for stations vary throughout a system. They can be located in the parking lanes of public streets, wide sidewalks, parks, university campuses, train stations, privately-owned plazas and tourist attractions. Installation is not invasive and requires no excavation. Bike share operators are required by contract to conduct regular maintenance on the bicycles and stations and their appearance in neighborhoods and business districts has been welcomed and accepted in other major cities.

How much does it cost to use bike share?

To use bike share, users must first buy a short term (day, week) or long term (month, annual) membership. Portland has yet to set its pricing. Memberships in US bike share systems range from \$5 to \$10 for a day and \$50 to \$110 for a year in other systems. Once you’re a member, the first 30 minutes of ride are typically free. Ride longer, and a small fee is added to a rider’s total cost. However, you may return the bike to any station and receive another free 30 minutes.

Are helmets provided? What is the safety record of other bike share systems?

Portland’s bike share system will not provide helmets at the station, but partnerships are being developed with bike shops and retail stores to provide access to helmets. Crash rates for bike share systems are much lower than that for people on private bicycles.

Are theft and vandalisms major problems?

No. Bike share systems in other major US cities, including Boston, Denver, Minneapolis, and Washington, DC have had extremely low levels of theft and vandalism. Portland’s bike share operator, Alta Bicycle Share, is responsible for repairing any vandalism to the stations within 24 hours.

Additional property owners/lessors

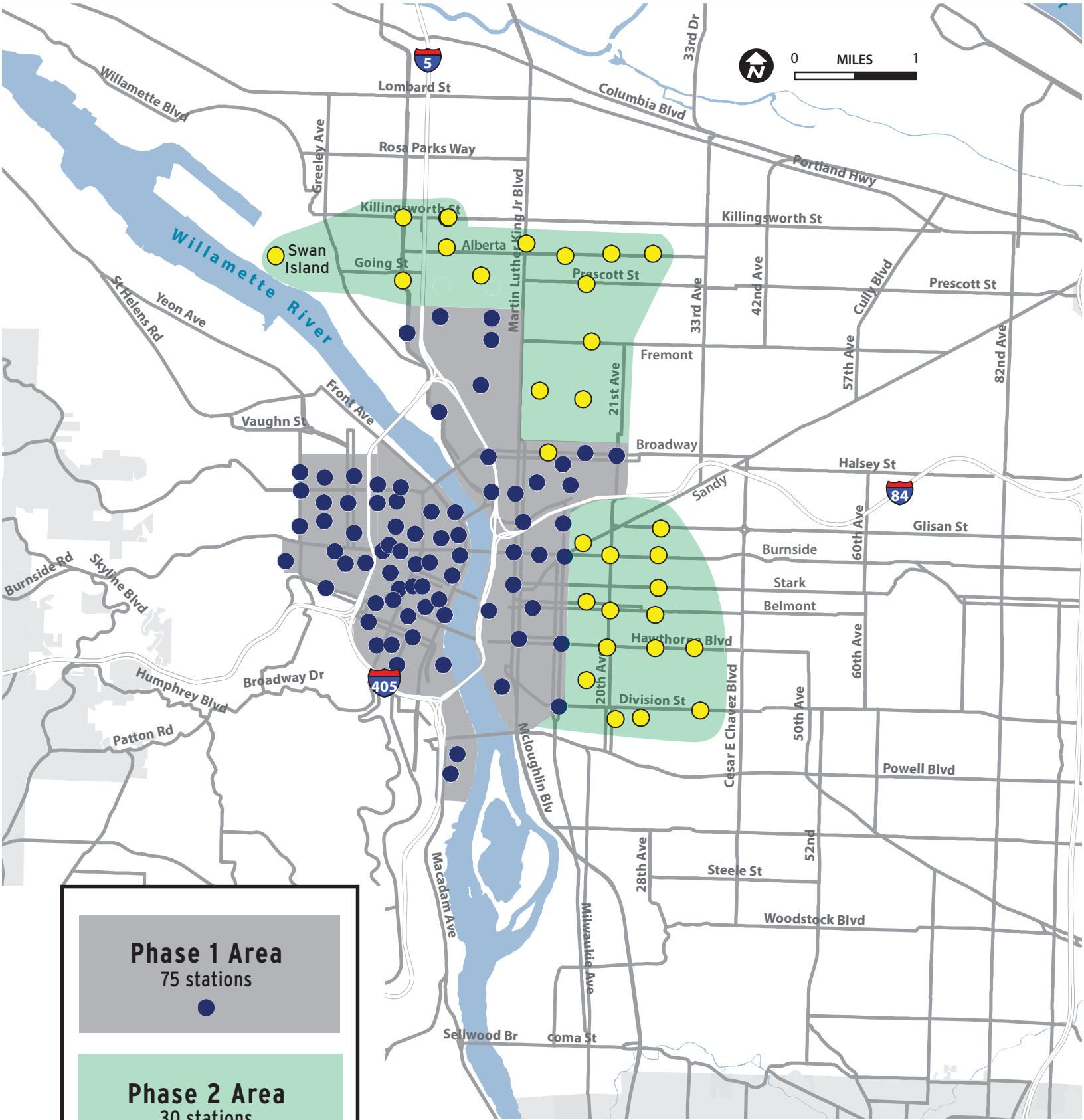
OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE	

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE	

OWNER NAME		PHONE	
OWNER ADDRESS		FAX	
OWNER CITY, STATE, ZIP		E-MAIL	
AUTHORIZED REPRESENTATIVE NAME		AUTHORIZED REPRESENTATIVE PHONE	
AUTHORIZED REPRESENTATIVE ADDRESS		AUTHORIZED REPRESENTATIVE FAX	
AUTHORIZED REPRESENTATIVE CITY, STATE, ZIP		AUTHORIZED REPRESENTATIVE E-MAIL	
PROPERTY OWNER/LESSOR OR AUTHORIZED REPRESENTATIVE SIGNATURE X	PRINT NAME	DATE	

See Application Instructions for submittal requirements.

Bike Share Phase 2: Jobs, Trains & Transit



Phase 1 Area
75 stations

Phase 2 Area
30 stations

Portland Bike Share



City, regional, and state plans that call for a bike sharing system in Portland

The Portland Plan, guiding policy P-10

Portland Regional TSMO Plan, Corridor 1 TDM projects

City of Portland Bicycle Plan for 2030, policy 6.23 Objective J

Oregon Transportation Plan, Policies that Support Portland Bike Share.

The City of Portland and Multnomah County Climate Action Plan 2009, 2030 OBJECTIVE 6. Reduce per capita daily vehicle-miles traveled (VMT) by 30 percent from 2008 levels.

Economic Prosperity and Affordability Element 2

PUBLIC AND PRIVATE URBAN INNOVATION

Maintain a leadership position in sustainability and support innovation, research, development and commercialization of new technologies. Strive to produce a “next generation” urban setting that fosters creativity and invention.



Portland’s focus on sustainability is an economic asset and an advantage over peer cities. To stay competitive, the volume and speed of the results in resource conservation and green innovation must increase. The export of knowledge, expertise and production related to urban economic productivity through sustainable practices, technology and greater equity must also increase.

Portland enjoys the position of being one of the most fully functional urban laboratories for innovation in sustainability. The city has valuable experience built on rethinking infrastructure investments; examples include:

1. Active transportation including our transit, streetcar and bicycle systems
2. Green stormwater system
3. The trail-linked open space system

Portland universities and businesses are active in research and development and the commercialization of new technologies. Policies and programs, such as Clean Energy Works Oregon and Solarize Portland have contributed to growing the market for green building technologies and practices and have demonstrated how job creation can be part of reducing energy use and resource consumption.

Portland has a solid record of business growth related to urban innovation, including startups and niche product development. Examples include bicycle manufacturing, green building and stormwater products and services, local food businesses, planning and design, and international tourism.

Connections to other cities, nationally and internationally, and widening recognition of Portland as a sustainability leader have contributed to making the region and city more innovative and prosperous.

GUIDING POLICIES

▶	Enhance Portland as a national model for sustainability and as a center for business development by commercializing sustainability practices, products and services.
P-6	
▶	Grow the local market for energy efficiency through incentives, market-based mechanisms and other programs. Use energy efficiency improvements to increase Portland’s long-term affordability and resiliency and to reduce carbon emissions.
P-7	
▶	Build on the advantages of the Central City as a center for innovation, commerce, universities, sustainable development, and green technology systems (such as district energy).
P-8	
▶	Pursue universal, affordable and reliable access to high-speed information technology and the devices and training to use it. Support the deployment of high-bandwidth infrastructure through clustering and the co-location of users that need very large broadband capacity.
P-9	
▶	Continue to promote innovation in public projects related to transportation and environmental services, including the following: (1) green infrastructure approaches as part of cleaning up the Willamette River, (2) an innovative active transportation system — transit, walking, use of mobility devices, biking, car and bike sharing, etc., and (3) urban parks and natural areas. These will enhance the livability of the city and give Portland a competitive advantage in retaining and attracting an educated, productive workforce.
P-10	
▶	Support and invest in Portland’s creative talent and leverage our arts and culture community to drive innovation and economic growth.
P-11	
▶	Connect Minority, Women-owned and Emerging Small Businesses (MWESB) with urban innovation opportunities.
P-12	

Project Name	Description	Facility	Goal/ Objective	Time- frame	Cost	
					Capital	Annual O&M
Transportation Management Associations	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	Lloyd TMA	Quality of life	through 10 years	\$0	(recorded under corridor 4)
Location-efficient living	Support programs and strategies that promote and advance location-efficient living strategies.	north Portland/Swan Island	Quality of life	currently funded RTO grant	\$0	\$25,000
Entrepreneurial Capacity Purchases	Provide funding to regional or town centers to reduce drive-alone auto trips. Incentive based - centers earn additional funding for exceeding performance goals. (WSDOT program - GTEC)	Vancouver city center	Quality of life	1-5 years	\$0	\$920,000
Bike Sharing	Provide funding to implement bikes for loan or rent.	Transit oriented developments, large employers, colleges, hotels and significant transit stops.	Quality of life	6-10 years	\$100,000	\$50,000

!



6.23 Objective F

Encourage the provision of showers and changing facilities for commuting cyclists, including the development of such facilities in commercial buildings and at 'Bike Central' central locations.

6.23 Objective G

Increase the number of bicycle-transit trips.

Increase the number of multi-modal trips that include bicycling for at least one trip segment by improving and simplifying connections and transfers to transit.

6.23 Objective H

Promote bicycling as safe and convenient transportation to and from school.

6.23 Objective I [NEW]

Provide bikeway system improvements that will serve key destinations, such as Metro 2040 centers and main streets, employment centers, commercial districts, transit stations, institutions, schools, and recreational destinations.

6.23 Objective J [NEW]

Support bike-sharing programs aimed at visitors, tourists, employees, and residents to increase access to bicycles.

6.23 Objective K [NEW]

Maintain Portland's position as a national leader in the evaluation of bicycle improvements and ridership through on-going data collection and monitoring of changes to bicycling infrastructure and in riding behavior.

6.23 Objective L [NEW]

Support changes to remove institutional barriers in statutes, policies, and codes that discourage safe and efficient bicycle use.

Policy 6.26 On-Street Parking Management

Manage the supply, operations, and demand for parking and loading in the public right-of way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods.

6.26 Objective A

Support land uses in existing and emerging regional centers, town centers, and main streets with an

Oregon Transportation Plan: Policies that support Portland Bike Share

Policy 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Strategy 1.2.1

Develop and promote inter and intra-city public transportation. Optimize existing services and find innovative ways to augment public transportation infrastructure and travel options to levels appropriate to the community size and to an effective network of connections.

Strategy 1.2.2

Better integrate, locate, and design passenger and freight multimodal transportation facilities and connections to expedite travel and provide travel options. Locate and design transportation facilities to connect with other modes.

- Support local government efforts to plan and provide an adequate system of arterial and collector roadways and bicycle and pedestrian facilities to serve planned land uses and connect communities.

Policy 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

Strategy 3.2.5

Promote tourism via air, bicycles, motor vehicles, rail and ships. Support connections to recreational trails.

Policy 4.1 – Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Strategy 4.1.2

Encourage the development and use of technologies that reduce greenhouse gases.

Policy 4.3 – Creating Communities

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

Strategy 4.3.2

Promote safe and convenient bicycling and walking networks in communities.

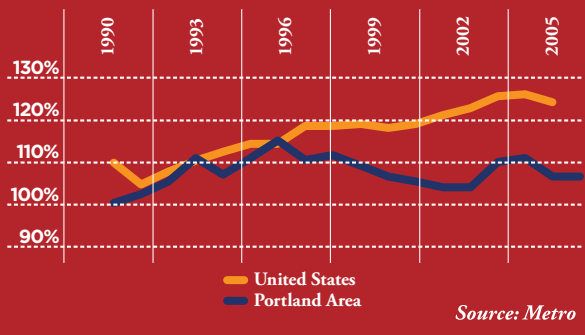
- Fill in missing gaps in sidewalk and bikeway networks, especially to important community destinations such as schools, shopping areas, parks, medical facilities and transit facilities.
- Enhance walking, bicycling and connections to public transit through appropriate community and main street design.

Strategy 4.3.5

Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing:

- Access to public transportation and the knowledge of how to use it.

FIGURE 11
PER CAPITA DAILY VMT (RELATIVE TO 1990)



- (v) Require evaluations of major planning scenarios, Comprehensive Plan and Transportation System Plan decisions to include estimates of carbon emissions. Partner with Metro and regional jurisdictions to develop modeling tools for evaluating emissions impacts of land-use and transportation decisions and monitoring carbon emissions.
- (vi) Develop a more balanced funding mechanism and adopt a schedule for public investments to make neighborhoods highly walkable and bikeable, including sidewalks and improved access to transit for reaching destinations beyond a reasonable walking or biking distance.
- (vii) Partner with federal agencies, including Housing and Urban Development, the Environmental Protection Agency, and the Department of Transportation, on efforts like the joint Interagency Partnership for Sustainable Communities to apply new federal priorities around sustainable development in Portland and Multnomah County.
- (viii) Seek funding to accelerate remediation of brownfields in the city and county to accommodate growth within the current Urban Growth Boundary.
- (ix) Work with Metro and other local governments to make reducing carbon emissions and

adapting to climate change impacts a funding criteria for the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation.

- (x) Coordinate decisions about future streetcar investments with Portland Plan land use decisions.
- (xi) Facilitate the aggregation of smaller land parcels which, when aggregated, provide opportunities for industrial development.

2030 OBJECTIVE 6.

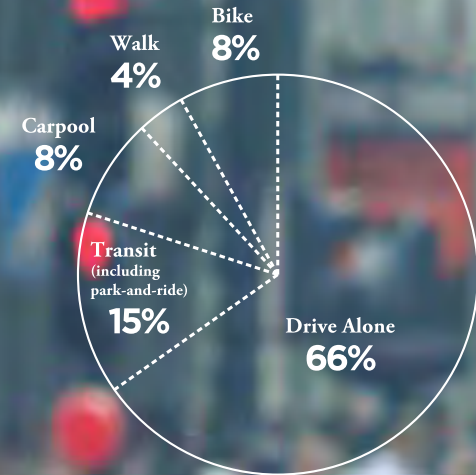
Reduce per capita daily vehicle-miles traveled (VMT) by 30 percent from 2008 levels.

As of 2005, the per capita daily passenger vehicle-miles traveled (VMT) in the Portland region are about eight percent above 1990 levels. (Figure 11). To be on target for the 2050 goals, per capita daily passenger VMT must decline by about 30 percent from today's by 2030. This reduction must occur in addition to vehicle fuel efficiency improvements and the development of cleaner fuels. Reducing per capita VMT while maintaining the mobility of, and access to services for, Portland and Multnomah County residents will require significant growth in walking, bicycling and transit (Figures 12 and 13).

The current Transportation System Plan projects that drive-alone trips will decrease from 62 percent in 1994 to 57 percent in 2020 (Figure 14). To achieve the 2030 objective, VMT reductions will need to accelerate dramatically from the current trajectory. The benefits of this shift will do more than protect the climate because the average Portland household spends about 20 percent of household income on transportation, reductions in VMT can significantly increase disposable income.²⁰

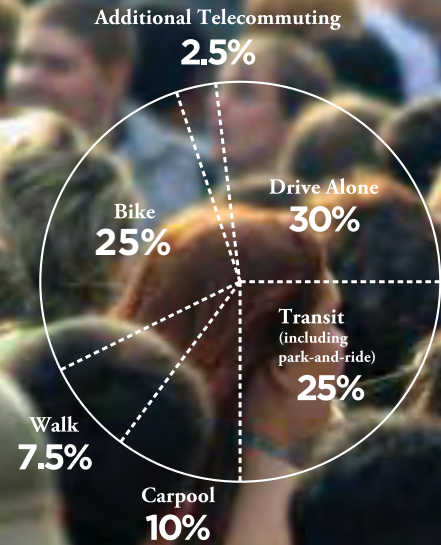
²⁰ See, for example, "The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice." Center for Transit Oriented Development and Center for Neighborhood Technology, January 2006.

FIGURE 12
CURRENT COMMUTE MODE SHARE FOR PORTLAND



Source: City of Portland Auditor, Service Efforts and Accomplishments: 2007-08

FIGURE 13
2030 TARGET COMMUTE MODE SHARE FOR PORTLAND





711 SE Grand Ave
 Portland, OR 97232
 503.230.9862
 www.altabicycleshare.com

November 25, 2013

Mr. Dan Bower
 Division Manager, Active Transportation
 City of Portland
 Bureau of Transportation
 1120 SW 5th Ave., Suite 800
 Portland, OR 97204

Dear Mr. Bower,

Alta Bicycle Share (ABS) of Portland Oregon, is committed to growing jobs and developing a bike share workforce in all cities and municipalities in which it works. To this end, ABS has developed a process of training semi-skilled and unskilled workers for all the hourly/non-exempt positions. For salaried/exempt roles, ABS develops skills from within our staff ranks, as well as seeks to hire skilled and educated workers into salaried exempt roles. The success of ABS is predicated on hiring and developing a strong diverse workforce.

Alta Bicycle Share will recruit for both salaried/exempt and hourly/non-exempt positions from the Portland metropolitan area. We will work closely with community organizations, local employment service providers, and veterans groups to promote bike share employment opportunities with an emphasis on underserved minority communities and women.

Jobs created under a Phase 2, 30 station/300 bikes expansion:

Under expansion of the Bike Share program to an additional 30 additional stations or 300 bikes as proposed in your Connect Oregon application, the number of jobs created by this grant will be 5 long-term non-exempt/hourly positions (bike mechanic/rebalance positions), and an additional 5 short-term non-exempt/hourly positions (construction positions). The main job responsibilities and the pre-requisite experience are outlined below:

Phase 2: Hourly/Non-Exempt Positions (5 positions total)

3 FTE - Rebalancer (hourly rate of pay \$13-15)

- Responsibilities: Drive a large vehicle to redistribute bikes among bike share stations, evaluate bike and station conditions, address and log bike status
- Requirements: Valid Driver's License, experience driving a large vehicle in city traffic, knowledge of local geography/street layout

2 FTE - Bicycle Mechanic (hourly rate of pay \$14-16)

- Responsibilities: Complete bicycle repairs in a professional and timely manner, assist in maintain an OSHA compliant workplace, assist with reporting
- Requirements: Two years of experience in professional bicycle repair

Phase 2: Construction Positions (5 positions total)

5 FTE - Assembly & Deployment (hourly rate of pay \$13-15)

- Works alone or with other Station Assemblers under the guidance of Operations Managers or Team Leader
- Assembles bicycle sharing stations per training instructions and pre-established guidelines to perform functions of the job
- Assists with on-street bicycle sharing station deployments and final assembly

Alta Bicycle Share uses Ascentis Recruiting as an applicant tracking system. This tool adds an extensive level of applicant tracking, automation, and expanded recruiting efforts. Ascentis Recruiting assists ABS in the effort to target a diverse audience.

Level of Private Investment Anticipated

The Portland Bike Share Program is a true public-private partnership. Portland Bike Share brings \$5,000,000 in private sponsorship for the first phase of the project. We expect to procure an additional \$300,000 in private sponsorship over a five year period through the proposed expansion. This will be composed of five station sponsors for \$12,000 per year each, \$60,000 per year, or \$300,000 for 5 years.

It is our privilege to support the City of Portland's efforts to implement bicycle sharing.

Sincerely,



Mia Birk

Vice-President, Alta Bicycle Share, Inc.



DIANE ROSENBAUM

SENATE MAJORITY LEADER

November 21st, 2013

Dan Bower, Active Transportation Division Manager
City of Portland Bureau of Transportation
1120 SW 5th Ave, Suite 800
Portland, OR 97204

Dear Mr. Bower:

I am writing in support of the City of Portland's *ConnectOregon* grant application to expand the city's bike share system. *Bike Share Phase 2: Jobs, Training & Transit* builds upon the forthcoming Portland Bike Share program to provide residents, commuters, and visitors a healthy, affordable way to get around.

Bike sharing is an innovative program cities are using to provide people a low-cost transportation option that is good for their health and their community. This project expands bike share into many of the commercial areas of District 21. In addition, this project will connect one of the state's most vibrant employment centers, the Central Eastside Industrial District, with the surrounding neighborhoods. This will provide an affordable transportation option for thousands of workers.

For less than a gallon of a gas, bike sharing provides access to jobs, job training, education, and shopping. For many residents and commuters, bike sharing will be the most affordable, healthiest, and cleanest transportation choice. This project will expand the system providing access for thousands of District 21 residents.

District 21 and all Oregonians are looking for low-cost, healthy, and environmentally-friendly solutions to the challenges that face our state. It's rare that a project can offer these benefits and provide a boost to our economy.

Thank you for the opportunity to voice my support for the City of Portland's *Bike Share Phase 2: Jobs, Training & Transit* project.

Sincerely,

Senator Diane Rosenbaum
District 21

State Senator, District 21
900 Court St. NE S-223 Salem, OR 97301
(503) 986-1700
sen.dianerosenbaum@state.or.us





JULES BAILEY
STATE REPRESENTATIVE
DISTRICT 42

HOUSE OF REPRESENTATIVES

November 19, 2013

Dan Bower
Active Transportation Division Manager
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Dear Mr. Bower,

I am happy to extend my support to the City of Portland Bureau of Transportation's *ConnectOregon* proposal: *Bike Share Phase 2: Jobs, Training & Transit*.

Bike Share Phase 2 will provide a flexible, low-cost, and sustainable transportation link between Portland's downtown and our city's large industrial employment centers. This will include the Central Eastside Industrial District in District 42, home to 1,122 businesses and over 17,000 employees. With the forthcoming addition of metered parking within the CEID, bike share will provide employees and customers with an easy, inexpensive and flexible way to reach the business district.

Bike-related tourism is a significant economic generator for Portland and Oregon. According to Travel Oregon's *The Economic Significance of Bicycle Travel in Oregon*, tourists and travelers who took part in a bicycling activity while in Oregon spent nearly \$400 million in 2012. They took 287,000 trips in the Greater Portland area in 2012, spending \$89 million. This resulted in 700 Greater Portland area jobs and \$4.1 million in local and state tax receipts.

By expanding Portland's forthcoming bike share system to Portland's eastside neighborhood commercial centers, *Bike Share Phase 2* will provide District 42's numerous neighborhood commercial corridors, including NE Glisan, E Burnside, SE Belmont, SE Hawthorne, SE Division, and SE Clinton, a destination for tourists, business travelers and Central City residents. In addition, *Bike Share Phase 2* will provide my constituents an inexpensive, zero-emission, and healthy commute choice.

Bike Share Phase 2: Jobs, Training & Transit increases our economic resiliency while reducing our carbon footprint. Please keep me informed of progress on this initiative and express my support to the Oregon Department of Transportation's *ConnectOregon* selection committee.

Sincerely,

Jules Bailey
State Representative, HD 42



Dan Bower
Active Transportation Division Manager
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Dear Mr. Bower,

Vigor Industrial would like to express our support to the City of Portland Bureau of Transportation's project to expand Portland Bike Share to Swan Island through their *ConnectOregon* proposal, *Bike Share Phase 2: Jobs, Training & Transit*.

Bike Share Phase 2 will expand Portland's forthcoming bike share system to include employment and training centers on the eastside, including Swan Island. In addition to Vigor Industrial, Swan Island houses the region's largest cluster of advanced manufacturing and metal fabrication jobs, with over 10,000 employees.

Vigor Industrial has worked diligently to provide and promote transportation options for our nearly 2,000 employees. The company subsidizes transit passes, conducts regular education campaigns, and encourages employees to share the ride. Our company has also worked to coordinate shift changes with transit and shuttle schedules. Expanding bike share will provide another valuable asset that we can use to help our employees commute healthier and more affordably.

Swan Island presents a unique transportation challenge. North Going Street is the only road in or out of Swan Island. Maintaining capacity and minimizing congestion on North Going Street are key to keeping Swan Island businesses economically competitive. This project will provide on-demand transportation options that connect our employees to TriMet's light rail system. By providing Vigor Industrial employees another low-cost option, expanding bike share can help maintain Swan Island's economic edge as a manufacturing and innovation center.

Thank you again for the opportunity to voice my support for the City of Portland's *Bike Share Phase 2: Jobs, Training & Transit* project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Alan Sprott', is written over a light blue rectangular background.

T. Alan Sprott
Vice President

DAIMLER

Dan Bower
 Active Transportation Division Manager
 Portland Bureau of Transportation
 1120 SW 5th Avenue, Suite 800
 Portland, OR 97204

Daimler Trucks North America

Martin Daum
 President and
 Chief Executive Officer

Nov. 11th 2013

Dear Mr. Bower,

Daimler Trucks North America (DTNA) is excited to extend its support to the City of Portland Bureau of Transportation's project to link job trainees, workers and customers to employment centers through their *ConnectOregon* proposal: *Bike Share Phase 2: Jobs, Training & Transit*.

As you know, DTNA's campus is located at the base of Swan Island. We actively encourage bicycling and active transportation commuting and believe that expanding bike share to Swan Island will provide our employees another healthy, low-cost option for getting to work.

DTNA is expanding its workforce and our company attracts workers from all over the world, including many who expect Portland to have an advanced transportation system with a multitude of options for getting around. Bike share is a key component of a multi-modal, urban transportation system in cities throughout the world and we expect DTNA workers to fully embrace Portland's system.

In addition, Swan Island presents a unique transportation challenge. North Going Street is the only road in or out of Swan Island. Maintaining capacity and minimizing congestion on North Going Street are key to keeping Swan Island businesses economically competitive. This project will provide on-demand transportation options that connect our employees to TriMet's light rail system. By providing DTNA employees another low-cost option, expanding bike share can help maintain Swan Island's economic edge as a manufacturing and innovation center.

Please share my support for this project with the Oregon Department of Transportation's *ConnectOregon* selection committee.

Sincerely,



Daimler Trucks North America LLC
 4747 N. Channel Avenue
 Portland, OR 97217-2699
 P.O. Box 3849 C3B-EXE
 Portland, OR 97208-3849
 Phone: 503.745.8600
 Fax: 503.745.8006
 Martin.Daum@daimler.com

November 25, 2013

Dan Bower
Active Transportation Division Manager
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Dear Mr. Bower,

Portland Community College is pleased to extend its support to the City of Portland Bureau of Transportation's project to link job trainees, workers and customers to employment centers through their *ConnectOregon* proposal: *Bike Share Phase 2: Jobs, Training & Transit*.

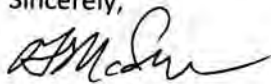
The College is very interested in expanding transportation alternatives to its students, faculty and staff. The master planning work undertaken as part of the College's capital bond program on the Cascade Campus identified numerous viable bike and pedestrian concepts. This campus is a focal point for much-needed job training, college transfer and self-improvement courses. The Campus served more than twenty thousand students during the 2012-2013 academic year and has the highest percentage of people using alternative transportation modes of any of PCC's campuses. At Cascade Campus, we have seen the greatest increase of interest and use of bicycles as a transportation choice. Expanding bike share to Portland's eastside neighborhoods will provide a low-cost and environmentally favorable commute choice.

In addition to expanding the Bike Share program to the northeast communities, we understand that the city's *Bike Share Phase 2* hopes to locate Bike Share stations in areas that we see facilitating connection for PCC students and community members between the Cascade Campus and job training and apprenticeships opportunities on Swan Island. Serving these vital nodes is critical to meeting long-term transportation demand goals.

It is important to note that the College has not had conversations with city staff about the use of any College property for bike share stations on either the Cascade Campus or at our new Swan Island Center, due to open in 2014. Such opportunities may require approval of the College's Board of Directors.

We recognize the value the Bike Share program and offer support to the City of Portland in its application to the Oregon Department of Transportation's *ConnectOregon* selection committee.

Sincerely,



R. J. McEwen
College Vice President



Metro | Making a great place

November 20, 2013

Chris Cummings
ODOT Freight Mobility Unit
555 13th Street NE
Salem, OR 97301

RE: Support for *ConnectOregon V* pedestrian and bicycle project applications for the Portland metropolitan area, ODOT Region 1

Dear Mr. Cummings:

As manager for Metro's Active Transportation Program, I am pleased to provide a letter of support for the pedestrian and bicycle projects listed below. These projects help complete and connect the Portland metropolitan area's Regional Transportation Plan pedestrian and bicycle networks and increase safe access to public transit, jobs, and services. When completed, these projects will make it easier to walk, bicycle and take transit for everyday travel and help the region meet our transportation goals.

- **Bike Share Phase 2: Jobs, Training & Transit – Portland:** Expands the transit system and increases access to jobs, including the state's largest industrial center, commercial corridors and workforce training centers by increasing the city's initial bike share system by 40%.
- **TriMet Westside Bike & Ride Project: Access to Employment:** Increases access to transit and employment with expanded, secure and enclosed bicycle parking and trail to transit connections at the Goose Hollow and Beaverton Creek MAX stations.
- **Tualatin River Greenway Trail Gap Completion:** Provides a new, safe crossing of I-5 and connections to existing regional trail network, leverages existing investments and increases access to jobs, services, new and existing retail, transit and public facilities.
- **Last Gap of the Waterhouse Trail - Tualatin Hills Park and Recreation District:** Completes the final unfunded segment of the regional trail improving access to Hillsboro, Tigard, Tualatin and all points in between.
- **Tigard Street Trail – Path to Employment:** Connects Tigard's workforce to centers of employment in the region, providing new connections to the existing regional trail, bicycle and pedestrian network and transit.
- **Wilsonville I-5 Bicycle and Pedestrian Bridge - Barber Street Town Center Loop:** Provides access to the Wilsonville Town Center, businesses and commercial services, neighborhoods, transit stops, the WES commuter rail station and SMART Transit Center with a new, safe crossing of I-5 and new multi-use paths.
- **Willamette Greenway Bike and Pedestrian Trail - Portland:** Spurs growth and employment in the South Waterfront District, increasing access and improving transportation through and to the high density and soon-to-be jobs-rich South Waterfront. Provides increased access to transit for affordable housing development.
- **St. Johns Rivergate Access Project - Metro:** Provides improved access to jobs and economically distressed neighborhood in Portland and leverages recently funded bridge project. Completes gaps in the 40-Mile Loop Trail.

Please consider funding these important pedestrian and bicycle infrastructure projects that increase access and safety and keep Oregon moving!

Thank you,
Lake McTighe 
Manager, Active Transportation Program

Cc: Steve Wheeler, Director of Planning and Development, Metro



November 22, 2013

Dan Bower, Active
Transportation Division Manager
City of Portland Bureau of Transportation
1120 SW 5th Ave, Suite 800
Portland, OR 97204

Re: Support for Connect Oregon V application for City of Portland Bike Share Expansion

Dear Dan,

TriMet is pleased to support the City of Portland's Connect Oregon V grant application to expand Portland's bike share system. *Bike Share Phase 2: Jobs, Training & Transit* provides a unique opportunity to connect to additional TriMet MAX light rail stations, expanding the reach of transit and complementing trips made by both transit and bike share. The City's Connect Oregon proposal to the Oregon Department of Transportation: *Bike Share Phase 2: Jobs, Training & Transit* would expand the initial system by 40% to 105 stations and 1050 bikes.

This project has the potential to add to the options of trip making in the Portland area. Expanding the Portland Bike Share program to additional commercial areas has a great opportunity to expand low-cost, healthy access to jobs, workforce training, and educational opportunities in combination with transit service. Bike share can also provide affordable personal mobility and public health and environmental benefits.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Lehto".

Alan Lehto
Director of Planning & Policy



Officers

John Horvick
President

Karen Kervin
President-Elect

Bill Holmer
Treasurer

David Quisenberry
Secretary

November 24, 2013

Chris Cummings
ODOT Freight Mobility Unit
555 13th St NE
Salem, OR 97301

Submitted via email to Christopher.J.Cummings@odot.state.or.us

Governors

Robert Aldisert

Jeanne Crouch

Paul DeMuniz

Toya Fick

Deane Funk

Sue Hildick

Greg Macpherson

Nichole Maher

Su Midghall

Kourtney Nelson

Mac Prichard

Jazzmin Reece

Pat McCormick
Immediate Past President

Dear Christopher,

The City Club of Portland Bicycle Transportation Advocacy Committee is pleased to submit this letter of support for four important projects applying for Connect Oregon V funding.

Portland is a city where people travel by car, public transit, walking and bicycling. All of these transportation modes are viable ways for residents to get around, and each is here to stay. As the region and Oregon's population grow, a balance of transportation options is crucial to mobility and health, as well as the capacity and quality of our transportation system.

Charged with examining the current and future role of bicycles in Portland, City Club determined after an intensive year-long study that bicycling is a fundamental component of a balanced transportation system in Portland. The Club determined that the city and its regional partners at TriMet, Metro, and ODOT should plan for and encourage the continued growth of bicycling as a transportation mode in ways that optimize choice and efficiency, enhance opportunity and equity, address public perceptions and attitudes, and, especially, promote safety for all transportation modes.

Staff

Sam Adams
Executive Director

Greg Wallinger
Research & Policy Director

Jennifer Thompson
Director of Finance
& Membership

Rachel Loskill
Program and
Communications
Coordinator

With that in mind, we offer our support for the following Portland-area ConnectOregon V applications:

- **Trimet Westside Bike & Rides: Access to Employment.** City Club believes continued and enhanced integration of biking and transit is essential to continued growth in the economy and overall quality of life in the region. We value the addition of strategic bike parking infrastructure at transit stations to better facilitate trips made with both transit and bikes to access jobs in the region. The proposed new facilities in this application will make it more direct and attractive to access regional transit and jobs.

Established 1916
Tax ID: 93-0140220



- **Willamette Greenway Bike and Pedestrian Trail:** Based on our research, City Club strongly believes that separated, safe bikeways should be given high priority, especially where they can strategically fill gaps in the network. The Willamette Greenway Trail project will contribute substantially to making a regional trail network for recreation and transportation a reality, helping the state and region meet transportation goals.
- **St. Johns Rivergate Access Project-Metro:** City Club strongly endorses strategic transportation projects that improve safe bicycle access between neighborhoods and to job centers across the City, especially in areas that are currently poorly served and under-represented. The St. Johns Rivergate Access Project will provide new, safe options for residents and employees in a neighborhood that has largely been left out of recent improvements in bicycle and pedestrian infrastructure. It will also help fill gaps in the regional 40-Mile Loop.
- **Expansion of Portland Bikeshare:** While the City Club has not taken a position on bikeshare specifically, we do believe that the City of Portland should put additional emphasis on connecting neighborhoods, including those outside downtown Portland, with bicycle infrastructure. This project is an important step to integrating bicycles with multi-modal transportation in several neighborhoods and job centers, giving residents and employees more options for commuting, errands, and recreation.

For nearly 100 years, the City Club of Portland has engaged in dialogue, research, and advocacy around issues of importance to Oregonians. As a volunteer-driven organization, we appreciate the opportunity to comment on the exciting projects now under consideration for ConnectOregon V.

We would appreciate being added to any contact lists for the ConnectOregon V selection and implementation process. Thank you.

Sincerely,

Craig W. Beebe
Chair, Bicycle Advocacy Committee
City Club of Portland