

Oregon Department of Transportation  
Rail and Public Transit  
**STIF Discretionary and Statewide Transit Network**  
2/1/2019 deadline

## Tri-County Metropolitan Transit District of Oregon TriMet Transit Priority Spot Improvements

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### Application Questions [top](#)

#### Provider Information

##### 1. Transit Agency Type

- City
- County
- Mass Transit District
- Transportation District
- Special District
- Intergovernmental Entity
- Municipal/Public Corporation or other political subdivision
- Indian Tribe
- Non-Profit
- Private For-Profit

##### 2. What is the main type of service that will be supported by this grant?

- Fixed Route
- Demand Response
- Deviated Fixed Route

#### Risk Assessment Information

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.Keefe@odot.state.or.us for assistance.

##### 3. Did your agency have any turnover of management or financial staff in the last 2 years?

- Yes
- No

##### 4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- Yes
- No

##### 5. What type of accounting system does your agency use?

- Manual
- Automated
- Combined

##### 6. Does your agency have a system in place that will account for 100% of each employee's time?

- Yes
- No

##### 7. Did your staff members attend required training and meetings during prior grant awards?

- Yes
- No

##### 8. Was your agency audited by the Federal government in the past 2 years?

- Yes
- No

##### 9. If yes, did the audit result in one or more audit findings?

- Yes
- No
- N/A

##### 10. Did your agency stay on budget in the past two years?

- Yes
- No

## Applicant Qualifications

### 11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)

Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."

TriMet is a special purpose district created under Oregon State law and has full legal authority to develop and maintain transit projects and transit service within the tri-county district. Over the past 10 years, TriMet has successfully delivered on grants received from FTA including, but not limited to, Section 5307, 5337, 5339, 5310, 5316, 5317, 5309NS and ARRA grants. TriMet is the State of Oregon designated Qualified Entity for administration of STIF and STF formula funding and has successfully delivered on grants received from ODOT including, but not limited to, Connect Oregon V, Statewide Transportation Improvement Program (STIP), and Transportation Growth Management (TGM). TriMet maintains planning, procurement and project management staff that have a successful track record and have recently completed 10 right of way improvements as a pilot of this project in partnership with the City of Portland. In short, TriMet has the technical, legal and financial capacity to implement this project.

Luke Norman, Planner II has successfully project managed the implementation of the 10 pilot improvements and will serve as the Project Manager for TriMet for the activities described in this application. Implementation of the pilot improvements has developed the internal operational capacity of operations and analysis staff required to implement these activities within the grant period.

### 12. Capacity to Maintain Compliance

- By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

### 13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?

- Yes  
 No

### 14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.

TriMet will work in partnership with the jurisdictions that control the right-of-way segments and signals that are identified for transit priority spot treatments. Maintenance and Operations divisions of local jurisdictions will be implementing transit spot improvements.

For improvements within the boundaries of the City of Portland, TriMet will continue to use the existing model established for pilot transit stop improvements as well as the model used since 2013, for right-of-way improvements near transit stops. An Intergovernmental Agreement for transit priority improvements will be developed and put in place. This agreement will identify mechanisms for one-time transfer for project construction and maintenance activities and additional transfer of funds specific to individual segments where additional need is identified.

We intend to develop similar IGAs with other jurisdictions as projects are identified. Depending on the scale and scope of identified improvements, these may be for multiple right-of-way segments, or by individual segment. These agreements will be in place before any design, engineering or construction activities begin.

## Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

### 15. Describe the project to be funded.

See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."

TriMet will identify, evaluate and design transit priority spot improvements for segments of the right of way where buses experience substantial delays due to traffic congestion. Where the need for transit priority is identified, TriMet will partner with local jurisdictions to implement the improvements within 12-24 months of identification. These projects have limited scopes, typically single intersections or right-of-way segments, which provide significant reductions in delay and can be implemented in the near term without development of transit corridor plans.

Examples of the types of improvements that will be implemented include: restriping for bus only/ bus bike only lanes or right-turn-only except bus lanes; reallocating lane space to prevent buses from being delayed behind vehicles making left turns or queuing at freeway/highway interchanges; transit signal priority and signal improvements and adjustments.

TriMet will complete the following activities:

- Identify bus delay points based on performance measures
- Evaluate delay points and potential improvements with input from planning staff; bus operators; field supervisors; safety; scheduling; training; planning and engineering staff of jurisdictional partners; and community groups and members of the public, as needed
- Evaluate project readiness and feasibility based on level of design, engineering, planning, cost impact, and political support required to implement
- Evaluate short-term impact of improvements by measuring transit peak delay and delay variability with the goal of decreasing delay and increasing reliability
- Evaluate long-term impact of improvements by measuring boarding and rides per revenue hour with the goal of increasing ridership
- Communicate the impact of improvements with internal stakeholders, jurisdictional partners; riders, community groups and members of the public

Design and engineering will be completed by TriMet, and/or local jurisdictions, depending on the complexity of the project scope. Projects will be implemented/ constructed by local jurisdictions' departments responsible for maintenance of the right-of-way and/or traffic signals.

TriMet established this model and piloted transit spot priority improvements with the city of Portland, beginning in 2017, across 10 locations. Where these improvements were implemented, the average delay decrease was 20% with the highest measured decrease of 61%. The implemented improvements benefitted a total of 15 bus lines. (see attachment A table of spot improvements implemented and evaluated)

### 16. What Local Plans include this project and elements of the project?

See guidance for exemptions to this requirement.

Transit Priority improvements are included on page 42 of the Regional Public Transportation Improvement Plan adopted by the TriMet Board in October of 2018.

The Transit Priority Spot Improvement Program is specifically identified on page 18 of the City of Portland Enhanced Transit Corridors Plan adopted in June of 2018. A Transit Priority Program is a component of the City of Portland Transportation System Plan adopted in June of 2016.

<https://www.portlandoregon.gov/transportation/article/686885>

<https://www.portlandoregon.gov/transportation/73298>

In addition Transit Priority addresses the Metro Regional Transit Strategy, which is the transit modal component of the Regional Transit Plan adopted by Metro Council in December of 2018.

Policy 4: make transit more convenient by expanding high capacity transit and improving transit speed and reliability through the regional enhanced transit concept

### 17. What is the minimum award amount that will still allow your project to proceed?

Enter an amount in dollars.

160,000

### 18. Select the fund source(s) that you think best aligns with your application.

Check all that apply

- STIF Discretionary  
 STIF Intercommunity Discretionary  
 FTA Section 5311 (f) Intercity Discretionary

## Equity and Public Transportation Service to Low Income Households

(Score weights: Discretionary = 20%, STN = 10%)

### 19. Describe how the project supports and improves access for vulnerable populations.

TriMet will prioritize transit priority spot improvements for bus lines where at least one-half of revenue vehicle hours occur in census block groups with high concentrations of low-income households. Bus lines where one-third of revenue vehicle hours occur in census block groups that have above-average populations of racial minorities will also be prioritized.

This project seeks to ease the time-cost of transportation for vulnerable populations by providing faster, more reliable service on bus lines they are already using. Communities near bus lines will also benefit from reduced bus delay and idle time, which can reduce the amount of diesel particulates that accumulate where delays occur.

## Coordination of Public Transportation Services

(Score weights: Discretionary = 10%, STN = 30%)

### 20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.

This project leverages the transit-specific planning, design and engineering expertise of TriMet with the asset-specific maintenance and operations knowledge of local jurisdictions throughout the Portland Metropolitan region. To maximize the impact of the STIF funding, local jurisdictions will provide match funding for projects that are implemented inside their right-of-way or boundaries.

Collaboration between TriMet and local jurisdictions in implementing transit priority spot improvements also can provide cost savings in cases where the improvement can be implemented as part of routine maintenance of right-of-way or signals, or other planned capital investment.

Overall, this project reduces duplication of planning efforts and ensures that local jurisdictions are incorporating low-cost, identified improvements that benefit transit as part of their regular maintenance and capital improvement activities.

## Statewide Transit Network

(Score weights: Discretionary = 10%, STN = 30%)

### 21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.

This project improves the passenger experience by increasing the speed and reliability of bus service. Bus riders will experience reduced travel times and less time waiting in congestion, which will improve the overall experience of using transit and increase ridership.

As a part of the evaluation process, TriMet will develop an understanding of the relative benefits of specific improvement types as they are implemented in different geographic areas. These results can be shared with other transit agencies and jurisdictions throughout the State of Oregon to help them identify, evaluate and implement improvements within their own transit systems. The implemented improvements may also be utilized by other transit providers that are providing service originating outside the TriMet district to destinations within the TriMet district, which provides a benefit to intercity transit services and the statewide transit network.

## Funding and Strategic Investment

(Score weights: Discretionary = 20%, STN = 10%)

### 22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.

*Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.*

Project match in the amount of \$40,000 has been committed by the City of Portland for improvements that will be implemented for City of Portland owned assets. These matching funds are derived from the local City of Portland gas tax and parking revenues.

As projects are identified in other jurisdictions, additional project revenue will be provided by the relevant jurisdictions, to leverage STIF funding. Any additional revenue secured would be in excess of the required 20% match.

The improvements implemented by project activities are one-time improvements that will not require additional funding. Maintenance of the improvements will become a part of regular maintenance activities at the local jurisdictional level. Ongoing project evaluation that occurs after the project closes will be a part of regular TriMet planning and operational activities funded by general fund and other recurring revenue streams.

### 23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?

*If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.*

This project is not dependent on other funding sources or discretionary grant processes other than the City of Portland match revenue identified in question 22.

## Environmental and Public Health

(Score weights: Discretionary = 15%, STN = 10%)

### 24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

The project contributes to reducing greenhouse gas emissions and pollution by implementing improvements that will result in increased ridership on transit and reduced vehicle miles traveled. The increase in ridership for the improvements that result from this project will be measured and the resulting decrease in VMT / emissions can be calculated from these measurements. Reduction in idle-time caused by transit vehicle delay also contributes to the reduction of greenhouse gases.

Transit is an active transportation mode. Potential positive health outcomes result from the use of active transportation modes, and in the case of transit use results from the walking trip to and from transit stops. In addition, reduced travel times can contribute to reduction in stress and more time for life enriching and health supportive activities.

## Safety, Security, and Community Livability

(Score weights: Discretionary = 25%, STN = 10%)

### 25. Describe how the project increases use and participation in active transportation, including public transportation.

Public transportation is a form of active transportation. This project aims to increase public transportation ridership by improving the customer experience through increased speed and reliability of bus service in the region. This project will prioritize corridors that show the greatest benefits to ridership and improved transit service to low income households and communities of color.

According to former Seattle Department of Transportation Director Scott Kubly, Seattle's commitment to "small, surgical improvements that add up to something big" to improve transit reliability and decrease delays, played a key role in increasing customer experience and ridership in Seattle.

<https://www.citylab.com/transportation/2017/10/how-seattle-bucked-a-national-trend-and-got-more-people-to-ride-the-bus/542958/>

### 26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.

This project improves safety by increasing the use of transit and decreasing the use of single occupant vehicles. The City of Portland's 2017 Vision Zero Annual report indicates that there were zero passenger deaths or serious injuries caused by crashes on transit in 2015 and 2016. This trend continued in 2017, with zero deaths. The rate of serious injury is not reported for 2017. In comparison, driving as a mode averaged 25 deaths per year and 190 serious injuries.

According to the American Public Transit Association's (APTA) 2016 report, The Hidden Traffic Safety Solution: Public Transportation, Traveling by public transportation is ten times safer per mile than traveling by passenger car.

## Capital Assets

Capital assets are items that cost at least \$5,000 and have a useful life of at least 3 years.

### 27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.

*For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A.*

This project primarily addresses roadway and signal improvements that are implemented as a part of maintenance activities. In some cases, the need for a capital purchase of signal equipment may occur. These specific purchases have not been identified at this time, but will be identified as a part of the process of selecting locations for transit priority spot improvements.

## Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$	\$	\$	\$	\$	\$ 0
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$ 14,400	\$	\$	\$ 5,600	\$	\$ 20,000
Project Administration	\$ 16,000	\$	\$	\$ 4,000	\$	\$ 20,000
Operating	\$	\$	\$	\$	\$	\$ 0
Preventive Maintenance	\$ 129,600	\$	\$	\$ 30,400	\$	\$ 160,000
Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 160,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 40,000</b>	<b>\$ 0</b>	<b>\$200,000</b>

## Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$ 200,000	20 %	\$ 160,000	\$ 40,000	City of Portland Text	\$	Yes Yes/No	07/01/2019 xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %

## Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

## Vehicle Replacement Information

Vehicles to Be Replaced	Year	Make	Model	Vehicle Category	VIN	Seats	ADA Stations	Seats with ADA Stations Deployed	Fuel Type	Vehicle Mileage	Disposal Type	Vehicle Condition	Vehicle Maintenance History
Vehicle Replaced 1	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 5	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 6	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 7	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 8	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 9	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 10	xxxx	Text	Text	Select Letter (A-E) digits	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

## Equipment, Bus Stop Amenities, and Other Assets

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Delivery Date	Item Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 2	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 3	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 4	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 5	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 6	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 7	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 8	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 9	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 10	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable

## Document Upload [top](#)

Documents Requested *	Required?	Attached Documents *
Document 1		<a href="#">Project Evaluation Table Transit Priority Spot Improvements</a>
Document 2		<a href="#">TriMet Regional Public Transportation Improvement Plan</a>
Document 3		<a href="#">Letter of Support City of Portland</a>
Document 4		<a href="#">Letter of Support City of Wilsonville</a>
Document 5		<a href="#">Letter of Support Washington County</a>
Document 6		<a href="#">Letter of Support Multnomah County</a>
Document 7		
Document 8		
Document 9		
Document 10		

\* ZoomGrants™ is not responsible for the content of uploaded documents.

Application ID: 134336

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