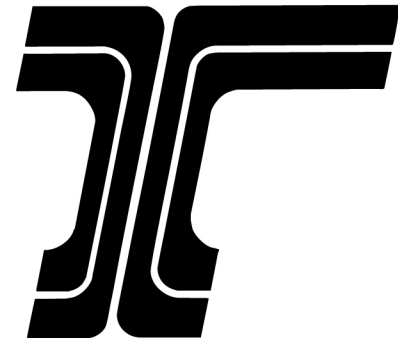


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Tri-County Metropolitan Transportation District of Oregon

Project Title

MAX Light Rail Service Plan

Agency Legal Address

1800 SW 1st Avenue, Suite 300, Portland, Oregon 97201

Application Contact Name

Kate Lyman

Application Contact Title

Manager, Service Planning & Development

Application Contact Email Address

LymanK@trimet.org

Application Contact Phone Number

(503) 962-2137

Name of Person Signing Agreement

Nancy Young-Oliver

Title of Person Signing Agreement

Executive Director, Finance & Administrative Services

Email Address of Person Signing Agreement

YoungN@trimet.org

Phone Number of Person Signing Agreement

(503) 962-5875

Agency Information

1. Transit Agency Type

Transportation District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

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

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

Created in 1969, the Tri-County Metropolitan Transportation District of Oregon (TriMet) is a special district of the State of Oregon, governed by a 7-member Board appointed by the Governor. TriMet serves a population of approximately 1.5 million people in a 382 square mile service district within the urban portion of the three-county Portland metropolitan area and provides a full range of services through five light rail lines (MAX), 85 bus routes, and a commuter rail line (WES). In FY2021 (July 1, 2020 - June 30, 2021), TriMet's bus ridership was 24.9 million, and its rail ridership was 14.9 million. TriMet also provided 268,155 door-to-door LIFT service trips for qualified persons with mobility challenges who are unable to ride on TriMet's fixed route services.

This project supports service planning to restore ridership and improve service on TriMet's fixed-route network.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

Yes

5. 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

6. What type of accounting system does your agency use?

Combined

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

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

Yes

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

No

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

Yes

Agency Qualifications

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

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, 5309, CARES, CRRSAA and ARP grants. TriMet maintains capital replacement funding and the ability to bond with a high rating. In short, TriMet has the technical, legal and financial capacity to implement this project. TriMet is also the STIF Formula Qualified Entity for Clackamas, Multnomah and Washington Counties.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement 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.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

Yes

13.A 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.

TriMet will procure a contract for professional consulting services as a part of this project. TriMet planning staff will serve a project management role and oversee the work product and activities of the contractor to ensure compliance with ORS 184.751 and the provisions of OAR Chapter 732 division 40 and 44.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

MAX Light Rail Service Plan

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

The purpose of this project is to extend the work that has been conducted for the Forward Together planning process, which has focused on TriMet's bus network, and to analyze service improvements for the MAX light rail system. Key goals identified in Forward Together have been to 1) maximize ridership on

TriMet, and 2) serve equity communities and particularly low-income riders. This work will seek to evaluate short- and long-term service improvements on MAX that meet those two goals.

Q1 & Q2 FY2024

Task 1: Short Term Service Plan (40%)

Consultant shall use information on passenger loads by segment of the MAX system and time of day to propose increases in service that would best generate new ridership and serve equity communities, given existing constraints on budget and fleet availability.

Deliverables:

- Memorandum describing methodology and evaluation of service options, including a description of ridership potential and equity considerations
- Proposed list of service improvements with description of increases in weekly train hours and peak vehicle requirement

Q3 & Q4 FY2024

Task 2: Medium and Long-Term Service Plan (50%)

Consultant shall reference existing travel demand modeling being conducted through the Regional Transportation Plan process and related project efforts to evaluate options and identify:

- Service improvements for 2030 that would maximize increases in ridership and serve equity communities
- Service improvements for 2045 that would maximize increases in ridership and serve equity communities

Consultant shall provide analyses of weekly train hours required to operate each proposed service improvement, as well as the increased peak vehicle requirement associated with each service improvement, summarized by time frame.

Q1 FY2025

Task 3: Final Report (10%)

Consultant shall produce a report summarizing the methodology and results of tasks 1 and 2.

This project addresses the Metro Regional Transit Strategy, which is the transit modal component of the Regional Transportation Plan adopted by Metro Council in December of 2018. See <https://www.oregonmetro.gov/sites/default/files/2020/07/29/Adopted-2018-RTP-all-chapters.pdf>.

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 project cost that will still allow your project to proceed?

\$250,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

19. Why is this an important project? What are the consequences of this project not receiving funding?

This project leverages the complementary planning effort of the Forward Together 2.0 to ensure that service on the MAX light rail system enhances and is well coordinated with the bus system service changes that will be implemented as a result of the Forward Together 2.0 service planning project. If not funded at this time, there may be slower ridership recovery on the overall fixed route network.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The purpose of this work is to evaluate service improvements for the MAX system that would most benefit equity communities and increase ridership overall. Large segments of the MAX Blue, Red, Yellow, Green and Orange lines pass through areas that are defined in TriMet's STIF plan as "equity areas" with a higher than average number of low-income and/or minority households. This includes portions of East Portland, North Portland, Milwaukie and the Highway 26 corridor. Increasing the frequency of MAX service in those areas will improve access to jobs, housing, medical care, and food for historically marginalized communities, people with disabilities, individuals with limited English proficiency and low-income households.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

This project will improve the passenger experience by ensuring that MAX revenue service hours, frequency and time transfers are well coordinated with the bus network and responsive to travel demand and changes in travel patterns in a post-pandemic world. This plan and TriMet's Forward Together 2.0 bus service planning effort, have set goals to maximize ridership recovery and improve service to better serve low-income and historically marginalized communities.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

With the goal of recovering and increasing ridership by implementing service changes that are responsive to post-pandemic travel patterns, this project seeks to reduce vehicle miles traveled by shifting trips from single occupancy vehicles to public transit. Frequent and reliable MAX service is foundational to increasing ridership across the system. TriMet uses clean-energy to operate MAX lines, reducing the overall carbon footprint of the MAX system. MAX trips that transfer to or from the bus network also contribute to greenhouse gas reductions. TriMet's diesel bus fleet currently uses low emission renewable diesel or battery electric propulsion. TriMet is committed to achieving a 100% zero emission fleet by 2040.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Every fixed route transit trip begins with an active transportation component like biking or walking. TriMet provides space for bicycles on MAX trains and buses and many MAX stations are located near multi-use paths or provide access to bike share services. This project supports connections between the bus system and MAX, and in turn between the broad transit network and walking and biking. Increasing the speed,

reliability and frequency of transit service also makes multi-modal trips smoother and more reliable overall.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Improvements to on-time performance and reliability of transfers increases safety during the transfer process by reducing unpredictable, distracted or rushed crossing of streets, parking lots and rail tracks.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

TriMet's MAX station areas are used as Statewide Network connection points for Columbia County Rider, Sandy Area Transit, Tillamook County Transportation District, Columbia Area Transit, and the Columbia Gorge Express. Improvements to MAX service benefit network connections to these transit services. Planning for complementary MAX service improvements at this time will provide cost savings across both projects and ensure that the planning efforts are well coordinated.

The Portland Metropolitan Region is a destination and a hub for other transportation services in the State. Overall improvements to the speed, reliability and frequency of the TriMet network provide benefits to the overall Statewide Transit Network.

Funding and Strategic Investment

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

The timing of this project is leveraging investments in TriMet's bus service planning Forward Together 1.0 and Forward Together 2.0 to ensure that MAX service is well integrated with ridership recovery efforts and bus service updates.

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

n/a

Project Details

Task Category

Planning

Planning

Give a brief (1-3 sentences) description of this project cost.

Project funds will be used to procure contracted professional services to complete the service analysis

tasks outlined in the project description.

Total Task Cost (Grant Amount + Match Amount)
\$250,000.00

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)**
\$200,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)**
\$50,000.00

Application Totals

Match Sources

Match Sources	Amount
Local	\$50,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?
Yes

What percent of funds will be used for demand response transportation?
0%

Percent of funds used for fixed route transportation
100%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$250,000.00	\$200,000.00	\$50,000.00

Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$250,000.00	Total Grant Amount: \$200,000.00	Total Match Amount: \$50,000.00
