STIF Discretionary and Statewide Transit Network
Application: FY 2021-23

Applicant Information

Agency Legal Name
Tri County Metropolitan District of Oregon

Agency Legal Address
1800 SW 1st Avenue, Suite 300, Portland, Oregon 97201

Application Contact Name
Cora Potter

Application Contact Title
Grant Development Specialist

Application Contact Email Address
PotterCo@TriMet.org

Application Contact Phone Number
(503) 962-2185

Name of Person Signing Agreement
Dee Brookshire, MB CGFM

Title of Person Signing Agreement
Executive Director, Finance & Administrative Services

Email Address of Person Signing Agreement
BrookshD@TriMet.org

Phone Number of Person Signing Agreement
(503) 962-4822

Agency Information

1. Transit Agency Type
Mass Transit 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?
No
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?
   Automated

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, 5309NS and ARRA; as well as grants received from ODOT including those funded by Connect Oregon, TGM, STIP, STIF and STF. TriMet maintains capital replacement funding and the ability to bond with a high rating. The regional Public Transportation Improvement Plan, which secures the Statewide Transportation Improvement Fund was adopted by the TriMet Board in and approved by the Oregon Transportation Commission in May of 2019. In short, TriMet has the technical, legal and financial capacity to implement this project.

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?
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. Multiple jurisdictions within the TriMet District will have the opportunity to partner on TPSI projects. TriMet will continue to use the existing model established for pilot transit stop improvements as well as for right-of-way improvements near transit stops. An Intergovernmental Agreement be developed and put in place for each participating jurisdiction.

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
TriMet Transit Priority Spot Improvements

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 22 of program guidance for additional guidance on writing a project description.

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. TriMet received an FY20-21 STIF Discretionary grant to begin expanding the project. In FY2020, TriMet established the TPSI Intergovernmental Agreement with the city of Portland and began the process of establishing an IGA with Washington County. The TPSI program also prompted the City of Portland to provide funding above and beyond their initial match commitment to complete additional spot improvements on the Line 6 route which serves a large number of low-income and minority households.

Social distancing and other safety requirements associated with the Covid-19 pandemic have slowed program development in the last quarter of FY20. In addition service reductions and lower traffic impacts effected the ability to complete necessary traffic analysis required to plan and design spot improvements. As of quarter two of FY2021, bus service levels have recovered and we are confident that the need to plan and implement TPSI will continue to grow as travel patterns return to pre-pandemic levels.

17. What Local Plans include this project or elements of the project? Be specific in the citation of the Local Plans.
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 Transportation 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 though the regional enhanced transit concept

18. Please provide specific page(s) of the Local Plan(s) where project or funding need is listed.
Page 42 TriMet Regional Transportation Improvement Plan, Page 18 City of Portland Enhanced Transit Corridors Plan, Pages 3-132 and 4-49 Metro Regional Transportation Plan

19. What is the minimum grant amount that will still allow your project to proceed?
$352,000.00

20. 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

21. Rank the fund sources in the order of preference with 1 being first choice and 3 being the last choice.
22. Why is this an important project? What are the consequences of this project not receiving funding?
This project supports and improves the workhorse backbone of the transit system in the Portland Metropolitan Region, which is bus service. It leverages low-cost, strategic investments in roadways to reduce delay and other impacts to bus service reliability, which in turn contributes to the operational efficiency of the entire transit network. If unfunded, the number of TPSI projects that could be completed within the biennium would be reduced, and the ability to reduce delay could effect the ability to recover ridership post-Covid and delays would disproportionately impact lower income communities whose residents take longer trips, on average.

23. 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

24. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.
TriMet prioritizes 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 are also prioritized.

Lower income populations in the Portland Metropolitan region tend to live in areas that are further from the Central City core. They often must take longer trips to access employment, services and healthcare. Transit Priority Spot Improvements provide a low-cost means to decrease delay and shorten travel times on the overall system. This in turn benefits the ridership who is most impacted by delay, which are the low income riders that take longer trips.

Coordination of Public Transportation Services

25. 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 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.

**Environmental and Public Health**

26. 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.

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**

27. Describe how the project would increase 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 prioritizes 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.


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

While not universal to TPSI projects, many allow transit vehicles to reduce the need to exit and re-enter travel lanes, providing reduced risk for collisions. This provides a safety benefit to both transit passengers and other roadway users. TPSI projects also provide the potential to improve the flow of traffic for roadway users, which reduces risk of rear end collision. TPSI projects may also be combined with bus stop relocation, crossing improvements and other roadway improvements that provide safer access to bus stops and greater pedestrian safety.

**Statewide Transit Network Connections**

29. 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.
As a part of the evaluation process, TriMet is developing 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

30. Describe how the project match requirements will be met or exceeded. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.
Project match in the amount of $50,000 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. In addition, TriMet is leveraging $37,000 of in-kind Planner II staff time, funded by TriMet General Fund to support these activities.

As projects are identified in other jurisdictions, additional project revenue is 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.

31. If this project will last beyond the 2021-23 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.
N/A

32. 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

33. Capital Asset Purchases
Describe proposed capital purchases. If no capital assets are included in your application, type 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 Details

Task Category
Planning
Preventive Maintenance
Project Administration

Planning
Total Task Cost (Grant Amount + Match Amount) $37,000.00
Are matching funds available if the project is awarded? Yes
Percent of funds used for fixed route transportation 100%

Project Task and Match Amounts
20% Match Rate Calculations
Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share) $29,600.00
Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share) $7,400.00

Project Administration
Total Task Cost (Grant Amount + Match Amount) $4,000.00
Are matching funds if the project is awarded? Yes
Percent of funds used for fixed route transportation 100%

Project Task and Match Amounts
20% Match Rate Calculations
Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share) $3,200.00
Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share) $800.00

Preventive Maintenance
Total Task Cost (Grant Amount + Match Amount) $394,000.00
Are matching funds available if the project is awarded? Yes
Percent of funds used for fixed route transportation 100%
Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share) $315,200.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share) $78,800.00

Application Totals

Match Sources

<table>
<thead>
<tr>
<th>Match Sources</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Local</td>
<td>$37,000.00</td>
</tr>
</tbody>
</table>

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.

20% Match Rate Calculations

<table>
<thead>
<tr>
<th>Grant Amount</th>
<th>Match Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>$348,000.00</td>
<td>$87,000.00</td>
</tr>
</tbody>
</table>

Document Upload (Optional)
TriMet STIF Grant_PBOT Letter of Support.pdf
Exhibit A - TriMet & COP IGA.docx