

Date: October 28, 2020

To: Board of Directors

From: Doug Kelsey



Subject: RESOLUTION NO. 20-10-39 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING SUBMISSION OF TEN GRANT APPLICATIONS TO THE FEDERAL TRANSIT ADMINISTRATION FOR FY2021 FEDERAL FORMULA AND DISCRETIONARY FUNDS

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) authorize the General Manager or his designee to submit ten (10) grant applications to the Federal Transit Administration (FTA) for FY2021 federal formula and discretionary funding.

2. Type of Agenda Item

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other – Authorization to submit grant applications to the FTA.

3. Reason for Board Action

A Resolution is necessary to authorize submittal of grant applications to the FTA.

4. Type of Action

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

5. Background

Each year, TriMet seeks Board authorization to apply for FTA grants during the coming year. Attachment A to this Memorandum lists ten (10) grant applications for FY2021 federal funding in the total amount of \$113.95 million, and shows the federal and local shares for each grant. Grant application amounts are high estimates and the actual amounts appropriated will most likely be lower.

The FY2021 federally funded grants TriMet seeks are categorized as follows:

- a. Grant receipts pledged to debt service;
- b. Federal formula grants used to offset ongoing maintenance costs; and
- c. Grants designated for specific purposes.

These grant applications are for the following amounts and projects:

Grant Receipts Pledged to Debt Service

1. \$11 million federal Congestion Mitigation and Air Quality (CMAQ) funds to pay FY2021 debt service on TriMet's Capital Grant Receipt revenue bonds.
2. \$10.39 million federal Surface Transportation Block Grant Program (STBG) funds to pay FY2021 debt service on TriMet's Capital Grant Receipt revenue bonds.

As part of the regional fund package for the construction of light rail projects, TriMet issued revenue bonds secured by future CMAQ and STBG grants allocated to the region. These grants have been pledged and are used to pay the principal and interest on the bonds until fully retired. TriMet contributes the 10.27% local match.

Federal Formula Grants Used to Offset TriMet Maintenance Costs

1. \$27.52 million Section 5337 State of Good Repair funds for bus and rail preventive maintenance costs. These are federal formula funds available to bus and rail systems after seven years of operations. TriMet pays the 20% local match.
2. \$43 million Section 5307 Urbanized Area funds for bus and rail preventive maintenance costs. TriMet pays the 20% local match.
3. \$3.43 million Section 5339(a) Bus & Bus Facilities funds for the purchase of fixed route buses. TriMet pays the 20% local match.
4. \$1.56 million Surface Transportation Block Grant Program (STBG) funds for purchase of fixed route buses. TriMet pays the 10.27% match.

Grants Designated for Specific Purposes

1. \$9.21 million STBG funds for rail preventive maintenance costs. These funds will free up TriMet General Funds for funding exchanges with Metro. There is no cost to TriMet for these fund exchanges.
2. \$1.32 million Section 5310 Enhanced Mobility and Senior and Individuals with Disabilities program funds, for the ninth year of this program. The 5310 program permits an "in-kind" match, which is provided by Ride Connection's on-going volunteer transportation service program, so there is no additional cost to TriMet to match this program.
3. \$4 million Surface Transportation Block Grant Program (STBG) funds for MAX Red Line Extension & Reliability Improvements. TriMet pays the 10.27% match.
4. \$700,000 Section 20005 (b)(2) Pilot Program for Transit Oriented Development funds for TriMet's Transit Oriented Development program.
5. \$1.81 million Section 5312 Innovations in Transit Public Safety funds for integrated mobility options (expanded functionality and accessibility of the HOP system).

Notice Requirements

A notice of opportunity for public comment on the FY2021 Proposed Program of Projects was published on www.trimet.org on March 18, 2020. TriMet received no requests for a Public Hearing and received three public comments (Shown on Attachment B). TriMet's Final FY2021 Program of Projects for all FY2021 federally funded grant applications was then published on www.trimet.org on July 1, 2020.

In addition, FY2020 grant applications were submitted for the following amounts and projects:

Federal Formula Grants Used to Offset TriMet Maintenance Costs

\$184.92 million Section 5307 Urbanized Area formula funds (from the CARES Act) for bus and rail preventive maintenance and operating assistance. This funding required 0% local match.

Grants Designated for Specific Purposes

\$200,000 Section 5312 Innovations in Transit Public Safety funds for operator safety and rider awareness material. TriMet pays the 27.66% match.

6. Procurement Process

N/A

7. Diversity

N/A

8. Financial/Budget Impact

Approval of the Resolution will authorize TriMet to apply for the FTA grants listed. These funds are integral to TriMet's FY2021 Adopted Budget. Some of these grants have been pledged as security for TriMet bonds and TriMet has agreed to pursue such grants.

9. Impact if Not Approved

Without the Board's approval, TriMet's General Manager would not be authorized to submit grant applications to the FTA for \$113.95 million in FY2021 federal funds, which are integral to TriMet's Budget. Without these grant funds, debt service payments would have to be made with unbudgeted general fund dollars and projects for which the grant funds are used would have to be deferred, perhaps indefinitely.

RESOLUTION NO. 20-10-39

RESOLUTION NO. 20-10-39 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING SUBMISSION OF TEN GRANT APPLICATIONS TO THE FEDERAL TRANSIT ADMINISTRATION FOR FY2021 FEDERAL FORMULA AND DISCRETIONARY FUNDS

WHEREAS, the Federal Transit Administration (FTA) and the U.S. Department of Transportation are authorized to award federal financial assistance in the form of federal formula and discretionary fund grant awards for transportation projects; and

WHEREAS, such grant awards impose certain obligations upon the applicant or subrecipient, including the obligation to provide the local share of project costs; and

WHEREAS, pursuant to Title VI of the Civil Rights Act of 1964 (Title VI), in connection with the filing of an application for assistance under U.S.C. Title 49, the applicant must provide assurance that it will comply with Title VI and related FTA and U.S. Department of Transportation requirements; and

WHEREAS, it is the policy of TriMet that disadvantaged businesses be provided an equal opportunity to receive and participate in FTA and U.S. Department of Transportation-assisted contracts, and TriMet has established and administers a program to implement this policy; and

WHEREAS, a Resolution by the Board of Directors (Board) is necessary to authorize TriMet to incur financial obligations associated with the receipt of federal formula and discretionary grant fund awards for transportation projects;

NOW, THEREFORE, BE IT RESOLVED:

That the Board hereby authorizes the General Manager or his designee, on behalf of TriMet, to:

1. File and execute ten (10) FY2021 federal formula and discretionary grant fund applications, listed in Attachment A hereto, in the total amount of \$113.95 million, with the FTA and U.S. Department of Transportation.
2. File and execute with such applications any assurance or other documents required to effectuate the purpose of Title VI of the Civil Rights Act of 1964.
3. Furnish such additional information as the FTA and U.S. Department of Transportation may require in connection with these applications, agreements or projects.
4. Continue administering TriMet's established disadvantaged business policies in connection with the procurement needs of these applications, agreements or projects.
5. Execute grant amendments, revisions and agreements with the FTA and U.S. Department of Transportation for the financing of these grant applications.

6. Provide that the local match for the grants will be as noted in Attachment A and the Board Memorandum accompanying this Resolution.

Dated: October 28, 2020

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:

Gregory E. Skillman

Legal Department

Attachment A
Board Memo Resolution 20-10-xx
Grant Applications to be Submitted by TriMet

No	Description	FY2021 Federal Amount	FY2021 Local Match Amount	FY2021 Total	FTA Source	Local Match Source
1	2011 & 2017, Series A Bond Debt Service Payments	11,000,000	1,258,999	12,258,999	Congestion Mitigation & Air Quality Program	TriMet General Funds (Operating)
	2011 & 2017, Series A Bond Debt Service Payments	10,390,000	1,189,182	11,579,182	Surface Transportation Block Grant Program	TriMet General Funds (Operating)
2	Bus or Rail Preventive Maintenance	27,524,142	6,881,036	34,405,178	Section 5337 State of Good Repair Formula	TriMet General Funds (Operating)
3	Bus or Rail Preventive Maintenance	43,000,000	10,750,000	53,750,000	Section 5307 Urbanized Area Formula	TriMet General Funds (Operating)
4	Fixed Route Bus Purchase	3,433,101	858,275	4,291,376	Section 5339(a) Bus & Bus Facilities Formula	TriMet General Funds (Capital)
5	Bus or Rail Preventive Maintenance	9,206,127	1,053,682	10,259,809	Surface Transportation Block Grant Program	TriMet General Funds (Operating)
6	Ride Connection Transportation Services	1,322,275	330,569	1,652,844	Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Formula	TriMet General Funds (Operating)
7	Fixed Route Bus Purchase	1,564,939	179,114	1,744,053	Surface Transportation Block Grant Program	TriMet General Funds (Operating)
8	Red Line Extension & Reliability Improvements	4,000,000	457,818	4,457,818	Section 5309 Capital Investment Program (Small Starts)	TriMet General Funds - Capital (\$37.35 million) Partner "in-kind" contributions (\$0.72 million) Partner Transportation System Development Charges (\$18.03 million)
9	Innovations in Transit Public Safety	1,812,282	527,354	2,339,636	Section 5312 Innovations in Transit Public Safety	TriMet General Funds (Operating)
10	Transit Oriented Development	700,000	209,091	909,091	Section 20005 (b)(2) Pilot Program for Transit-Oriented Development	TriMet General Funds (Operating)
TOTAL		\$113,952,866	\$23,695,120	\$137,647,986		

Langton, Alison

From: Rachel Dawson <rachel@cascadepolicy.org>
Sent: Sunday, March 29, 2020 9:59 PM
To: federal_funding
Subject: Public comment on TriMet federal funding proposal
Attachments: CPI comment regarding TriMet's proposal for federal funding.docx

Hello,

I've attached Cascade Policy Institute's comments related to TriMet's plan for Federal Transit Administration funding for Fiscal Year 2021 to this email.

Thank you for the opportunity to provide comments on this plan.

Rachel Dawson
Policy Analyst

Cascade Policy Institute
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Portland, OR 97225
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C: (971) 221-3810
rachel@cascadepolicy.org
www.cascadepolicy.org

Mr. Doug Kelsey
General Manager, TriMet
1800 SW 1st Avenue #300
Portland, OR 97201

Dear Mr. Kelsey,

Cascade Policy Institute opposes this federal grant request. This comment focuses specifically on our opposition to the program listed under Section 5449(c) FY2019 Low or No-Emission Vehicle in which TriMet proposes to spend \$4,248,000 on 5 zero emission battery electric buses with depot-based and on-route charging equipment, 50.83% of which will be funded by a local contribution.

TriMet has not made a clear enough case as to how any benefit from this program will outweigh the significant cost that bus electrification will pose to our region. Based on the performance of the battery-electric buses currently in use by TriMet, it is apparent that the technology is currently not advanced enough to increase battery-electric bus levels at the amount TriMet is proposing.

TriMet is already running five battery-electric buses. According to Bernie Bottomly at the February 13th Portland City Council meeting:

...right now, the battery electric buses don't travel as far as we would like them to. I don't want to make a blanket statement that the first battery electric buses are going to go on a low income or minority route. It has to be both a low income and minority route, and short enough that the battery electric bus can serve it. We don't want them breaking down on the routes that serve those communities.

Seventy-five miles is where the industry is at. We have a number of routes that come in at under seventy-five miles. We have places we can deploy them. Once you get past the first three or four routes, they get up to one-hundred, one-hundred-fifty miles per day. That is where we are waiting for the technology to catch up with how our system works.

Based on this program proposal, it is apparent that TriMet is not waiting for technology to catch up with how the current transit system works in our region. Rather, it seems TriMet is going all in on battery-electric technology with the knowledge that current technology is not developed enough to meet our system needs, and without having performed similar pilot tests with other non-diesel fuels.

Other pilot programs that have taken place in areas like Los Angeles and Kings County, Washington demonstrate that battery-electric vehicles underperform compared to traditional diesel buses. These regions have reported issues related to service problems, poor performance in cold weather or steep terrain, and lower than anticipated range.

TriMet should put the brakes on purchasing more battery-electric buses and continue using diesel buses until the technology for battery-electric buses improves and the price further decreases. TriMet should also consider investing in other types of non-diesel buses, such as renewable natural gas or compressed natural gas. Natural gas buses have been in use across the nation and have proven to be more reliable than electric buses and cleaner than diesel.

Portland area residents should not be paying for more expensive and less reliable transportation

Sincerely,

Rachel Dawson
Cascade Policy Institute

Langton, Alison

From: Langton, Alison
Sent: Thursday, March 26, 2020 11:46 AM
To: 'Cory Pinckard'; federalfunding
Cc: Young-Oliver, Nancy
Subject: RE: Autocentric urban planning is a plan for failure.

Thank you for taking the time to provide comments on our FY2021 Proposed Program of Projects (FTA funded projects). Your comments below will be made available to our Board of Directors, along with all other comments received. Thank you again.

Alison Langton, Senior Financial Analyst (Budget & Forecasting)

TRIMET

Budget & Grants Administration

1800 SW 1st Ave., Suite 300

Portland, OR 97201

Phone: 503-962-5850 Email: langtona@trimet.org

From: Cory Pinckard <corypinckard@yahoo.com>
Sent: Saturday, March 21, 2020 2:07 PM
To: federalfunding <federalfunding@TriMet.org>
Subject: Autocentric urban planning is a plan for failure.

Urban planning textbook knowledge, historical evidence, and the common sense gleaned through basic observations made while simply navigating our day-to-day lives all inform us that the I-5 Rose Quarter project not only is a regressive endeavor for the environment, efficient use of urban space and sense-of-place as it feeds into the now sadly somewhat normalized failures of autocentricity we've been accustomed to suffering, but one that simply won't functionally work. Widening thoroughfares simply creates induced demand and exacerbates other bottlenecks and snarls inevitably. This type of nonsense myopia and willful ignorance is the real bridge-to-nowhere boondoggle. Facts are facts: We need to correct our tragic move away from commuter rail and build a network of solid rail infrastructure that will nicely integrate with the coming High Speed Rail system(s). We need diversity in our modes of transit.

Even electric cars still destroy the environment by resource mining, manufacturing pollutants, and going en masse to the landfill. They still add to congestion, gridlock and urban sprawl. They still cause us to squander tons of urban and suburban space on parking and other auto industry related misuse as they dehumanize our cities making them inhospitable to our social wellness. Why would we want to build for the continuation of hostile-to-humanity cities? Consider all of the good could we do with all the space created by taking it back from automobiles! How much time, money and quality of life does traffic congestion cost us? Even electric cars still put the burden of transportation cost (e.g. auto insurance, DMV/DEQ, tolls, fines, traffic court, traffic tickets, traffic cops, auto bailouts, oil subsidies, traffic jams from endless tax funded road maintenance, vehicle repairs, initial purchase cost, etc.)

directly on the individual citizen which is extremely wastefully cost-ineffective as well. To contrast, public commuter rail is a social equalizer and becomes more efficient as more people use it and that happens as it's invested in enough to be made suitably useful as the direct opposite is true of personally owned vehicles on all counts. You can't out-spend the inherent inefficiencies of the automobile as a primary mode of urban/suburban transportation. Autocentric urban planning, putting motor vehicles before people, was a disaster for the city: ruining public space, decimating neighborhoods, razing cultural districts of all sorts and demolishing tons of old world architecture for parking, as well as rendering much of the city un-walkable and dangerous. It was extremely myopic and we shouldn't perpetuate it with the consumerist/market based false lies and the ridiculous greenwashing of the auto industry and their biased false narrative. Properly implemented commuter rail in our cities along with trans-continental High Speed Rail makes sense for efficiency and efficacy. It makes car ownership a choice instead of it being compulsory and it would negate the necessity of most airline use in CONUS. We are at a point in civilization where we have to build for the future if we're to have one. There already is a remedy to this problem that's been well established around the world as working anyways, the solution of tunneling under the Willamette for a rail line is a real solution, a worthy investment of our tax dollars and should have been done decades ago at least. Portland is supposed to be better than how it's being directed right now!

Thank you,

Cory

From: [Langton, Alison](#)
To: [David Rowe](#), [FederalExpress](#)
Cc: [David Rowe](#), [Alison](#)
Subject: RE: Concept for commuter travel through PORTLAND
Date: Thursday, March 26, 2020 11:45:02 AM
Attachments: [image001.png](#)

Thank you for taking the time to provide a comment on our FY2021 Proposed Program of Projects (FTA funded project). Your comment below will be made available to our Board of Directors, along with all other comments received. Thank you again.

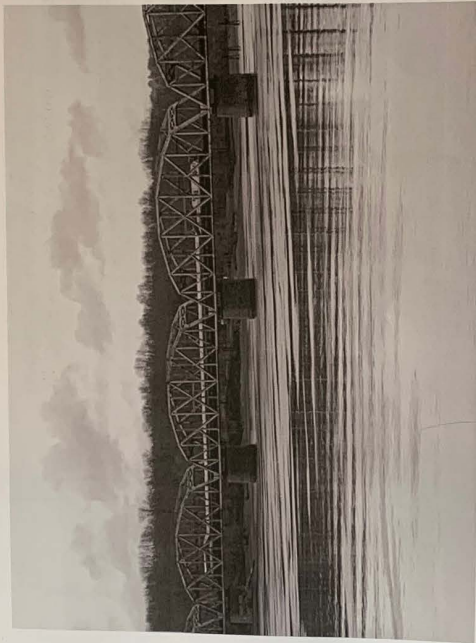
Alison Langton, Senior Financial Analyst (Budget & Forecasting)

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Budget & Grants Administration
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Portland, OR 97201
Phone: 503-962-5850 Email: langtona@trimet.org

From: David Rowe
Sent: Thursday, March 26, 2020 9:43 AM
To: federallund
Cc: David Rowe
Subject: Concept for commuter travel through PORTLAND

Commuter rail should be studied for Congestion Mitigation & Air Quality* during the fiscal year of 2021. This is a letter I sent to the Bi-State Columbia River Crossing Board and other officials. David L. Rowe

To
US Senator Ron Wyden
221 Dirksen Senate Office Building
Washington, DC 20510



THE CASCADE TRAIN CROSSING COLUMBIA RIVER
JANUARY 9, 2020 AT 10:37 AM LEAVING VANCOUVER, WA USA

These trains could be scheduled to operate during morning and afternoon commuter rush hours. The Cascades train is able to travel from Downtown Vancouver to Downtown Portland in less than 15 minutes. This is faster than any car or bus. I believe upwards of 5000 autos could be removed from I-5 Bridge each day if commuters would have this choice.

Commuter Rail would help Portland Regional traffic

Planning transportation methods for citizens needs to make economical and realistic sense. I would like to advocate using this existing Railroad Right of Way as a commuter corridor. Using this Right of Way would avoid the environmental obstacles and land acquisitions when building a new system. Freight trains would not be allowed on approximately 40 miles of track from Battle Ground to Tualatin for six hours each weekday. Passenger trains would be able to travel at higher speeds to move passengers quickly and safely.

Crossing the Columbia River by commuter rail car would reduce traffic on I-5. Crossing the Willamette River from Milwaukie to Lake Oswego would also reduce traffic on Hwy 43 and Hwy 99 in Milwaukie.

The passenger trains would only operate on the tracks from 6:00 AM until 9:00 AM and then again 3:00 PM to 6:00 PM. This commuter rail corridor would be unique since most commuter rail lines are one directional during morning and afternoon rush hours. This concept moves passengers from many communities when commuters in this corridor need to travel in several directions.

Bicycle users, pedestrians as well as bus riders could access this system to and from this corridor.

The new commuter line would be built with Positive Train Control (PTC) for the safest movement of all trains.

The current railroad structures are much more resilient to major earthquakes compared with highway structures.

The Maintenance and Storage Facility could be built in Battle Ground. It is operational cost saving to store and maintain vehicles at the end of a rail line.

Union Pacific, Burlington Northern and Portland Vancouver Junction Railroad would have to be compensated for the loss of access to their rail line during the six-hour commuter rail operation times.

This concept deserves a feasibility study to enhance auto, truck, light rail and bus travel in our region.

David L. Rowe Cell phone: 503-803-6422
Email: dlrowe1910@icloud.com

