

Public Notice: Provide Comments or Request a Public Hearing on TriMet’s plan for Federal Transit Administration funding for Fiscal Year 2021

TriMet is offering an opportunity to submit comments or request a Public Hearing on the Proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity for you to submit comments in person rather than via the email link federal_funding@trimet.org. If requested, the Public Hearing will be held at TriMet’s Harrison Square Building on Wednesday, April 15, 2020. A TriMet staff member will be present at the Public Hearing, with a tape recorder to record your comments; however, there will be no members of TriMet’s Board of Directors present. If no request for a Public Hearing is received by 5 p.m. on Wednesday, April 1, 2020, the Proposed Program of Projects shown below will become the final Program of Projects.

Funding Source	Federal Amount	Federal %	Local Amount	Total Project
Section 5307 Urbanized Area Formula	\$ 43,461,743	80.00%	\$10,865,436	\$ 54,327,179
Section 5337 State of Good Repair	\$ 27,524,142	80.00%	\$ 6,881,036	\$ 34,405,178
Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities	\$ 1,324,375	80.00%	\$ 331,094	\$ 1,655,469
Section 5339(a) Bus & Bus Facilities	\$ 3,570,000	80.00%	\$ 892,500	\$ 4,462,500
Section 5312 Innovations in Transit Public Safety	\$ 1,449,826	77.46%	\$ 421,883	\$ 1,871,709
Section 20005(b) Pilot Program for Transit-Oriented Development Planning	\$ 350,000	77.00%	\$ 104,545	\$ 454,545
STBG Surface Transportation Block Grant	\$ 22,096,127	89.73%	\$ 2,529,001	\$ 24,625,128
CMAQ Congestion Mitigation & Air Quality	\$ 11,000,000	89.73%	\$ 1,258,999	\$ 12,258,999
TOTAL	\$110,776,213		\$23,284,494	\$134,060,707

Details of the Proposed FY2021 Program of Projects are as follows:

Section 5307 Urbanized Area Formula – Combined total of \$43,461,743 federal shown as follows:

- a. Project name: Bus & Rail Preventive Maintenance - \$43,000,000 (capital expense)
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet’s service district of Clackamas, Multnomah and Washington Counties.
- b. Project name: 162nd Ave Pedestrian Access Improvements - \$461,743 (capital expense)
Description: Design and construction costs to improve pedestrian access near bus stops along 162nd Avenue that includes curb extensions, medians, signage and/or striping.

Section 5337 State of Good Repair (High Intensity Motorbus and High Intensity Fixed Guideway) – \$27,524,142 federal

Project name: Bus & Rail Preventive Maintenance (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet’s service district of Clackamas, Multnomah and Washington Counties.

Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities – \$1,324,375 federal

Project name: Elderly and persons with disability services (capital expense)

Description: To fund mobility management activities, purchase of services, operating, and preventive maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area.

Subrecipient: Ride Connection

Section 5339(a) Grants for Buses & Bus Facilities – \$3,570,000 federal

Project name: Bus purchases (capital expense)

Description: Purchase fixed route buses.

Section 5312 Innovations in Transit Public Safety - \$1,449,826 federal

Project name: Integrated Mobility Options

Description: Develop a business case for integrated payment and expanding open payment functionality and accessibility of the Hop system, including improving access for the un/underbanked; demonstrate a potential incentives program; and real time data to the trip planner to help reduce travel stress; and set mobility data benchmarks for future evaluation and analysis of mobility products, including partnerships with third party mobility providers.

Section 20005(b) Pilot Program for Transit-Oriented Development Planning - \$350,000 (capital expense)

Project name: Transit Oriented Development

Description: Economic analysis, community engagement and focus group support, reporting and recommendations tied to a Transit Oriented Development planning document for areas along the Red Line Extension and Reliability Improvement Project.

Surface Transportation Block Grant (STBG) – Combined total of \$22,096,127 federal shown as follows:

- a. Project name: Regional Rail Debt Service – \$10,390,000 federal (capital expense)
Description: Principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.
- b. Project name: Bus & Rail Preventive Maintenance – \$7,706,127 federal (capital expense)
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.
- c. Project name: Red Line Extension & Reliability Improvements – \$4,000,000 federal (capital expense)
Description: Package of improvements to allow extension of the Red Line west to Fair Complex and provide system wide reliability improvements. Includes powering and signaling the existing switches at the pocket track just west of the Fair Complex station, constructing new double-track and new station for Red Line inbound at the Gateway Transit Center and building an adjacent track to existing single track section to allow a continuous double-track alignment at the PDX Airport station.

Congestion Mitigation & Air Quality (CMAQ) – \$11,000,000 federal

Project name: Regional Rail Debt Service (capital expense)

Description: Principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.

Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount.

Details of additional eligible programs to include in FY2020 Program of Projects is as follows:

Funding Source	Federal Amount	Federal %	Local Amount	Total Project
Section 5312 Innovations in Transit Public Safety	\$ 151,052	72.34%	\$ 57,763	\$ 445,782
Section 5339(c) FY2019 Low or No-Emission Vehicle	\$ 2,088,579	49.17%	\$ 2,159,421	\$ 4,248,000
Section 5309 Capital Investment Grants (CIG) Small Starts	\$87,413,950	61.15%	\$55,531,738	\$142,945,688

Section 5312 Innovations in Transit Public Safety – \$151,052 federal

Project name: Operator Safety & Rider Awareness (capital expense)

Description: Project will develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. Goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.

Section 5339(c) FY2019 Low or No-Emission Vehicle - \$2,088,579 federal

Project name: Bus Purchase (capital expense)

Description: Purchase of 5 zero emission, battery electric buses with depot-based and on-route charging equipment, including facility and infrastructure design and construction. Project includes professional service costs for project management.

Section 5309 Capital Investment Grants (CIG) Small Starts - \$87,413,950

Project name: Division Transit Project (capital expense)

Description: The project is a 15-mile bus rapid transit line from Portland’s Central Business District east to Gresham. The project includes 42 stations, transit signal priority, real-time bus arrival information, and the purchase of 31 new 60-foot articulated buses. The project also includes three miles of Business Access and Transit (BAT) lanes, as well as sidewalk, intersection, and bicycle facility improvements. The service is planned to operate every six minutes during weekday peak periods and every 12 minutes during off-peak periods and weekends.

Projects have been selected through TriMet’s planning process, which incorporates public involvement and are included in the Metropolitan and State Transportation Improvement Programs.