

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18 )	RESOLUTION NO. 15-4665
METROPOLITAN TRANSPORTATION )	
IMPROVEMENT PROGRAM (MTIP) TO )	Introduced by: "Chief Operating Officer
INCLUDE THE NEW NORTH HILLSBORO JOB )	Martha Bennett in concurrence with
CONNECTOR SHUTTLE SERVICE PROJECT )	Council President Tom Hughes"

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, TriMet updated their FY 2016 Program of Projects (POP) to include the new North Hillsboro Job Connector Shuttle service project; and

WHEREAS, the TriMet Board of Directors approved the updated POP on October 28, 2015; and

WHEREAS, the new North Hillsboro Job Connector Shuttle service will help low and middle income wage workers access jobs by providing a link between MAX and employers in the North Hillsboro Industrial District; and

WHEREAS, the North Hillsboro Job Connector Shuttle service will serve and support a minimum of seven major employers north and south of Hwy 26 enabling workers improved access to their job sites; and

WHEREAS, the North Hillsboro Job Connector Shuttle service is proposed to operate during weekdays during the extended rush hour period supporting transit needs of the various workers; and

WHEREAS, the North Hillsboro Job Connector Shuttle service will be funded through existing approved annual funds for TriMet utilizing federal Section 5307 Urbanized Area Formula grants plus local funding; and

WHEREAS, the identified 5307 funding for the shuttle is an eligible activity for the federal funding; and

WHEREAS, the needed annual 5307 funding and local match for the new North Hillsboro Job Connector Shuttle service will draw specifically from TriMet's existing Bus and Rail Preventative Maintenance annual programs supporting the estimated Job Connector Shuttle operating costs of \$280,000 annually; and

WHEREAS, the North Hillsboro Job Connector Shuttle service is proposed to be operated by Ride Connection in partnership with TriMet; and

WHEREAS, the North Hillsboro Job Connector Shuttle service supports the goals identified in the Oregon Transportation Options Plan, which include safety, mobility and system efficiency, economy, health and environment land use and transportation coordination, plus equity; and

WHEREAS, the North Hillsboro Job Connector Shuttle service offers three key benefits to the region that include helping low and middle income employees with travel options to work, offering an added incentive to attract more manufacturing businesses to the North Hillsboro Industrial District, and allowing for more efficient transit service; and

WHEREAS, the new North Hillsboro Job Connector Shuttle service qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of "Mass Transit", "Operating assistance to transit agencies", and is therefore exempt from needing to demonstrate conformity with the air quality emissions budget; and


WHEREAS, the MTIP's financial constraint finding will not be impacted as a result of adding the new North Hillsboro Job Connector Shuttle service project as the project is being funded with existing approved 5307 funds; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to formally amend the 2015-18 MTIP to include the new North Hillsboro Job Connector Shuttle service project.

ADOPTED by the Metro Council this 3rd day of December 2015.

  
\_\_\_\_\_  
Tom Hughes, Council President

Approved as to Form:

  
\_\_\_\_\_  
Alison R. Kean, Metro Attorney



**Exhibit A to Resolution No. 15-4665**

**2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables Amendment**

**Action:** Amend MTIP to include the new North Hillsboro Job Connector Shuttle service project.

**Existing programming:** None – New project

**Amended programming:**

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local (State) Match	Other Funds	Total Funding
North Hillsboro Job Connector Shuttle	Implement a new job connector shuttle service north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District	TBD	TriMet	\$1,400,000	Other	5307	2016	\$560,000	\$140,000		\$1,400,000
							2017	\$280,000	\$70,000		
							<u>2018</u>	<u>\$280,000</u>	<u>\$70,000</u>		
							Total	\$1,120,000	\$280,000		

Notes:

1. 5307 = federal section 5307 transit funds.
2. “Other” phase = A special MTIP implementation phase used by ITS and transit projects. The Other phase is similar to the construction phase for roadway improvement projects.
3. 5307 funding for this project = the 80% federal share with a 20% local match requirement.
4. The 5307 funds (and associated match) are being transferred via four separate Administrative amendments from the following existing MTIP projects:
  - a. MTIP ID 70525, ODOT Key 18039: FY 2015 Bus and Rail Preventative Maintenance
  - b. MTIP ID 70735, ODOT Key 19332: FY 2016 Bus and Rail Preventative Maintenance
  - c. MTIP ID 70736, ODOT Key 19333: FY 2017 Bus and Rail Preventative Maintenance
  - d. MTIP ID 70737, ODOT Key 19334: FY 2018 Bus and Rail Preventative Maintenance
5. As part of the Administrative Amendment to the MTIP ID 70525, ODOT Key 18039, the unobligated available 5307 programmed in FY 2015 is being carried over into the current FY 2016 year to ensure the 5307 funds are available for the new North Hillsboro Job Connector Shuttle service.

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE TRIMET'S NEW NORTH HILLSBORO JOB CONNECTOR SHUTTLE SERVICE PROJECT

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Date: November 17, 2015

Prepared by: Ken Lobeck, 503-797-1785

#### **BACKGROUND:**

##### *The MPO and the MTIP:*

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. The MTIP represents the first-four year implementation document of the long range Regional Transportation Plan (RTP). Development, management, updates, and amendments to the MTIP are the responsibility of the Metropolitan Planning Organization (MPO). The process of adding, removing, updating, or amending projects and their corresponding funding in the MTIP is called "programming". Guidance governing the process to complete required project programming in the MTIP originates from 23 CFR Part 450, Section 324. The MPO is tasked to complete the periodic full update and needed amendments to the MTIP in accordance 23 CFR Part 450. Additional supplemental programming guidance is also developed between USDOT and the MPO over time when programming clarifications are needed.

##### *Metro's Management Role with the MTIP:*

As the MPO, Metro has the responsibility to correctly develop and maintain the MTIP in accordance with all federal related programming regulations and guidelines. Without Metro's efforts to correctly develop, update, manage, and maintain the MTIP, the financial constraint finding, the conformity finding, or both could be revoked. If this were to occur, all agencies that receive federal transportation funding in the Metro region would not be able obligate and expend the awarded funding. Work to complete NEPA environmental documents for federally funded or federalized projects would stop. Project "Notice to Proceed (NTPs)" also could be halted until the financial constraint or conformity issue was resolved. Finally, under extreme situations, FHWA or FTA can revoke an MPO's or a specific agency's (as the direct recipient of federal transportation funds) ability to receive future federal transportation funding.

##### *MTIP Formal and Administrative Amendments:*

In between full MTIP updates, Metro completes required amendments helping ensure projects can continue progressing through the federal transportation implementation process. There are two types of MTIP amendments Metro is authorized to complete: Administrative and Formal Amendments. Metro's 2015-2018 MTIP, Chapter 6, Table 6.1 outlines the differences between Administrative and Formal amendments that staff uses as a guide to complete the required programming actions. The short summary of Administrative and Formal MTIP amendments is as follows:

Administrative amendments involve minor "administrative-type" changes to projects that clearly demonstrate that no impact to financial constraint or the conformity finding is occurring as a result of the programming changed. Examples of changes allowed within administrative amendments include a minor description change to clarify project scope elements, a change to the lead agency that will obligate and expend the funds, and shifting funding between the project phases if the change is kept within the same



programmed year. Since administrative amendments have no impact upon the existing financial constraint and conformity findings, they proceed directly to ODOT/USDOT with TPAC notice.

As the name suggests, Formal amendments require JPACT and Metro Council formal resolution plus USDOT approval. Formal amendments propose eligible changes (no financial constraint or conformity impact), but potential RTP policy significance and need to demonstrate compliance with federal & state regulations must be addressed as a condition of approval. Formal amendments must demonstrate through the documentation and approval process that the conformity finding and financial constraint are maintained correctly. Table 6.1 in the MTIP outlines examples and exceptions between Administrative and Formal amendments.

MTIP Amendment Review of TriMet's New North Hillsboro Job Connector Shuttle Service:

For TriMet's new North Hillsboro Job Connector Shuttle Service, Metro staff worked with TriMet staff to complete the programming review and eligibility requirements that included the following:

1. Project Eligibility for Federal Funds:

- a. The new North Hillsboro Job Connector Shuttle will utilize federal Section 5307 funds.
- b. 5307 funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend upon public transportation to improve mobility and reduce congestion.
- c. 5307 funds are urbanized area formula grants awarded annually from the Federal Transit Administration to transit agencies. TriMet is a direct recipient of 5307 funds.
- d. A "UZA" is as an area with a population of 50,000 or more, defined and designated in the most recent decennial census as an 'urbanized area' by the U.S. Secretary of Commerce.
- e. The 5307 program provides grants to Urbanized areas (UZAs) supporting five eligible activity areas. They include:
  - i. Capital projects.
  - ii. Planning.
  - iii. Job Access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
  - iv. Operating costs in areas with fewer than 200,000 in population.
  - v. Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000 and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- f. The new North Hillsboro Job Connector Shuttle service meets the 5307 eligibility requirement as a project that will provide job access and reverse commuting transportation to jobs and employment opportunities for welfare recipients and low-income workers.

2. RTP Verification:

- a. New projects proposed for submission in the MTIP must be included in the current long range Regional Transportation Plan.
- b. The new North Hillsboro Job Connector Shuttle service is a component of the larger RTP project, "Operations and Maintenance of Bus System", RTP ID 11335.

3. Included in TriMet's Approved POP:

- a. Federally funded transit projects are required to be in the agency's approved Program of Projects (POP) as a condition for MTIP programming.



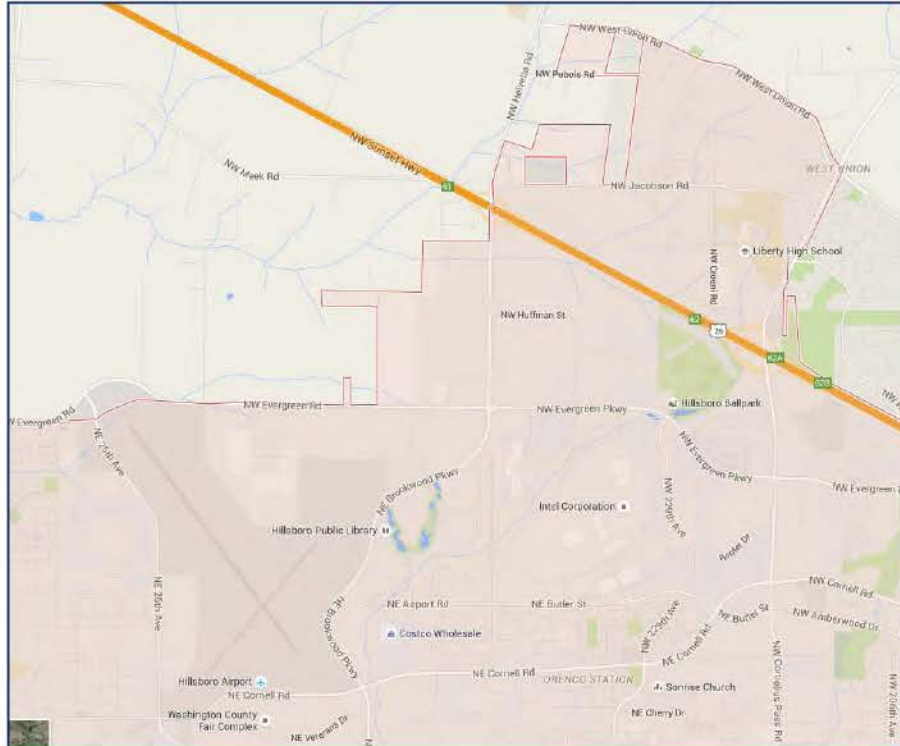
- b. TriMet provided a public notice on September 30, 2015 requesting comments or a public hearing concerning their revised POP that included the new North Hillsboro Job Connector Shuttle service.
  - c. The public notice period closed on October 14, 2015 and no request for a public hearing occurred. TriMet approved the new North Hillsboro Job Connector Shuttle service for inclusion in the current POP on October 28, 2015 along with approval to submit their FTA grant application.
4. MTIP Formal or Administrative Amendment:
- a. Although funding for the new North Hillsboro Job Connector service is being drawn from four existing (FY 2015-18) 5307 funded Bus & Rail Preventative Maintenance projects, the North Hillsboro Job Connector Shuttle service is a new project.
  - b. Per Table 6.1 in Chapter 6 of the 2015-18 MTIP, the creation of a new project for MTIP inclusion requires a Formal MTIP Amendment, plus JPACT and Metro Council approval.
  - c. Once approved by Metro Council, the Formal amendment will require approval from USDOT.
  - d. In addition to this Formal amendment to add the North Hillsboro Job Connector Shuttle service to the 2015-18 MTIP, four Administrative amendments will also occur to shift existing 5307 funding to the new shuttle service. The fund shifts are eligible as administrative amendments via the MTIP Chapter 6, item #11: “Administrative Adjustments – Transfer of funds between projects within previously approved funding levels.
  - e. The projects requiring an Administrative amendment include:
    - i. MTIP ID 70525, ODOT Key 18039 – Bus and Rail Preventative Maintenance (FY15). Carryover into FY 2016 and fund transfer (280k of 5307 funds) to the new NHJC Shuttle service project.
    - ii. MTIP ID 70735, ODOT Key 19332 – Bus and Rail Preventative Maintenance (FY 16). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
    - iii. MTIP ID 70736, ODOT Key 19333 – Bus and Rail Preventative Maintenance (FY17). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
    - iv. MTIP ID 70737, ODOT Key 19334 – Bus and Rail Preventative Maintenance (FY18). Action: Fund transfer of \$280k of 5307 funds to the new NHJC Shuttle service project.
5. Conformity Verification:
- a. Federal air conformity requirements are outlined in 40 CFR 93.126, Exempt Projects, Tables 2 and 3. Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation.
  - b. The new North Hillsboro Job Connector Shuttle service qualifies as an exempt project as cited in 40 CFR 93.126, Table 2, within the category of “Mass Transit”, “Operating assistance to transit agencies”.
6. Financial Constraint:
- a. TriMet is utilizing existing programmed 5307 funds to fund the new shuttle service.
  - b. There is no impact to the financial constraint finding.
  - c. The programming action results from multiple fund transfers from four existing projects to create the new North Hillsboro Job Connector Shuttle service project.



7. Metro Programming Responsibilities: As the MPO, Metro is completing the required MTIP and STIP programming actions for TriMet. The 5307 funding belongs to TriMet and does not impact any appropriated funding Metro receives.

The North Hillsboro Job Connector Shuttle Service:

The purpose of the new North Hillsboro Job Connector Shuttle service will help low and middle wage workers access jobs by providing a link between MAX and employers in the district. The shuttle service will serve the North Hillsboro Industrial District (NHID). The NHID perimeters are generally West Union Road to the north, Cornell Road to the south, Cornelius Pass Road to the east, and 15<sup>th</sup> Ave to the west.



The North Hillsboro Job Connector Shuttle Service is intended to serve employers both north and south of Highway 26 including the Synopsis Campus, Orenco Station, Shute Road, the Sunset Corporate Park, and employers north of Highway 26. Employers served will include Intel, Salesforce.com, Laika Entertainment, Reiser’s Fine Foods, Beaverton Foods, SureID, and Alliance Packaging. Only recently has the NHID attracted enough large employers to viably support a job connector service. Currently, many employees in the district must carpool or walk a long distance to access their worksite. Attachment 1 to this staff report provides an overview of the proposed service route.

The Proposed Shuttle:

The Job Connector will operate approximately on a 30 minute frequency during the extended rush hour between 5:30 am to 9 am and then 1:30 pm to 7:00 pm only during the weekdays. The service hours are intended to support key shift changes. TriMet anticipates that consistent with other Community and Job Connector services, the new North Hillsboro Job Connector Shuttle service will be operated by a third party – Ride Connection. The service will not be a TriMet service, but a service provided via a partnership between Ride Connection and TriMet to support access to this growing employment area.

The annual cost to operate the new service has been estimated at approximately \$280,000 per year. The North Hillsboro Job Connector Shuttle service will have approximately 18 vehicle hours per day (2 vehicles operating 8.5 hours per day).

TriMet has identified three key benefits the North Hillsboro Job Connector Shuttle service will provide. They include:

1. Helping low and middle income employees with travel options to work.
2. Attracting more manufacturing businesses to the district.
3. Allowing for more efficient transit service.

TriMet has also cited that the new North Hillsboro Job Connector Shuttle service meets all key goals identified in the Oregon Transportation Options Plan which include:

- Safety.
- Accessibility.
- Mobility.
- System Efficiency.
- Economy.
- Health and environment.
- Land use and transportation.
- Coordination
- Equity.

Summary:

Staff will complete the MTIP programming action upon final approval from the Metro Council and coordinate with ODOT Region 1 to ensure the project is also added to the STIP. The programming summary is shown in Exhibit A to the Resolution 15-4665. Metro staff also will complete the required four Administrative amendments to the MTIP that are required to be completed in conjunction with submission of the new North Hillsboro Job Connector Shuttle service.

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

**RECOMMENDED ACTION:**

JPACT recommends the approval of Resolution 15-4665. (JPACT approval November 12, 2015)

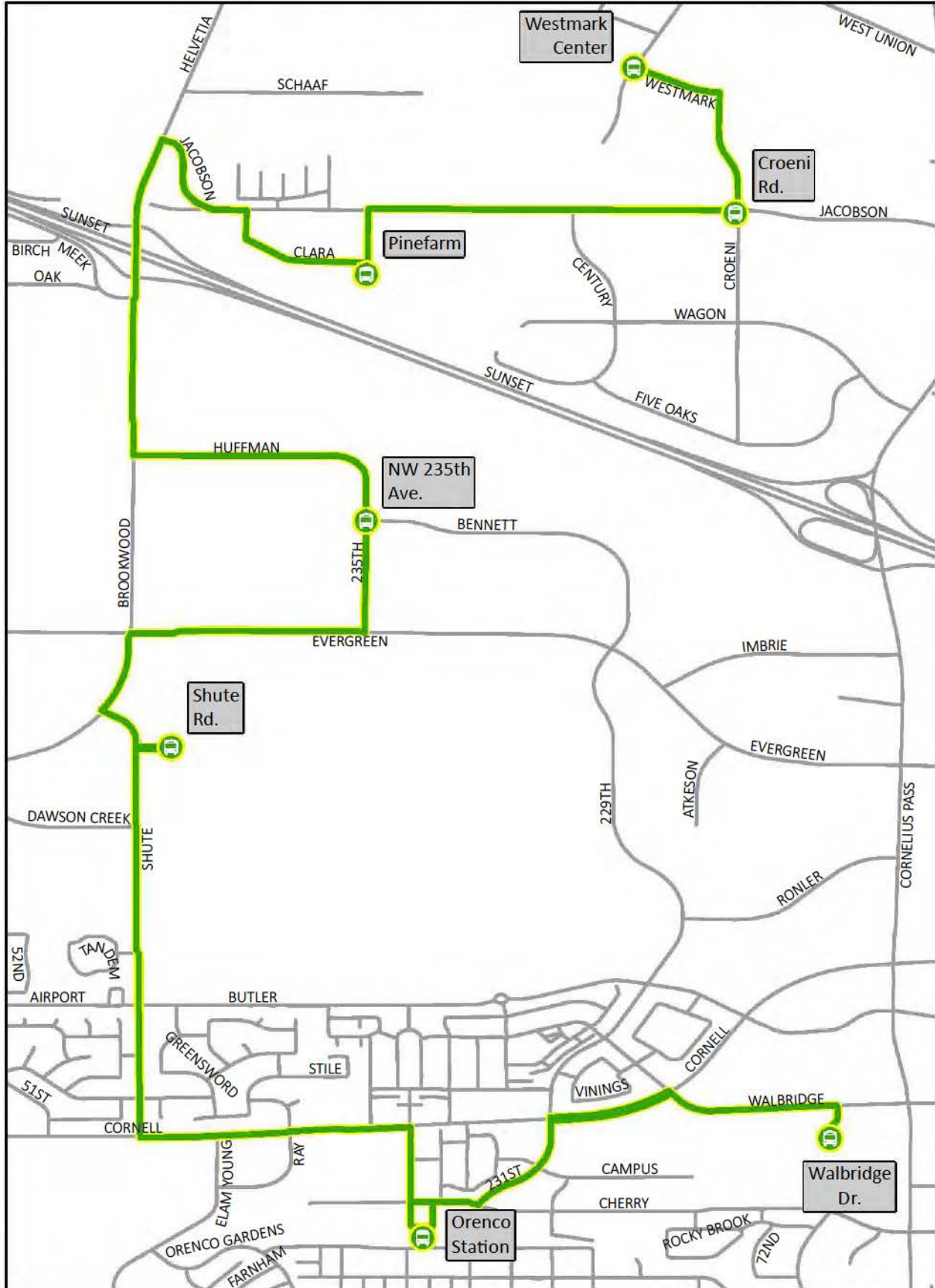
Attachments:

1. Route Map
2. TriMet Approved Resolution 15-10-64 FTA Grant Application Submission Authorization
3. TriMet Revised FY16 Program of Projects (POP)



For more information,  
contact Alex Page:  
apage@rideconnection.org

# North Hillsboro Shuttle





## Memo

**Date:** October 28, 2015

**To:** Board of Directors

**From:** Neil McFarlane

**Subject:** RESOLUTION 15-10-64 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING SUBMISSION OF ONE (1) GRANT APPLICATION FOR FY2015 FEDERAL FORMULA FUNDS AND TEN (10) GRANT APPLICATIONS FOR FY2016 FEDERAL FORMULA AND DISCRETIONARY FUNDS TO THE FEDERAL TRANSIT ADMINISTRATION

**1. Purpose of Item**

The purpose of this item is to request that the TriMet Board of Directors ("Board") adopt a resolution authorizing the General Manager to submit (1) grant application for FY2015 formula funding and ten (10) grant applications for FY2016 formula and discretionary funding to the Federal Transit Administration ("FTA").

**2. Type of Agenda Item**

- Initial Contract  
 Contract Modification  
 Other: Board authorization to submit FTA grant applications

**3. Reason for Board Action**

The Board may authorize TriMet's submittal of FTA grant applications by adoption of a resolution.

**4. Type of Action:**

- Resolution  
 Ordinance 1<sup>st</sup> Reading  
 Ordinance 2<sup>nd</sup> Reading  
 Other \_\_\_\_\_

**5. Background**

Each year, staff presents to the TriMet Board for their authorization a summary of the grant applications to be submitted during the year. Attachment A to this memo lists one (1) grant application for FY2015 federal funding, which totals \$.280 million, and ten (10) grant applications for FY2016 federal funding, which total \$199.9 million, and shows both the federal and local shares. Grant amounts are high estimates; actual appropriations will most likely be lower. This Resolution notifies the Board of one (1) grant application previously not in the Program of Projects and authorizes TriMet to submit the aforementioned federal grant applications.



The **FY2015 federally funded grant** can be categorized as follows:

*Designated for Specific Purpose:*

\$.280 million federal Section 5307 Urbanized Area funds for North Hillsboro Job Connector Shuttle.

*Background:* The North Hillsboro Job Connector Shuttle is the result of many discussions with the Greater Hillsboro Chamber of Commerce. This service will connect MAX with employers in the North Hillsboro Industrial District. Startup begins in October 2015 and operations start in November 2015. As such, this project, while starting in FY2016, will utilize federal funds from FY2015, which have yet to be received.

*Notice Requirements:*

TriMet's FY2015 Final Program of Projects was previously published on June 2, 2014 on [www.trimet.org](http://www.trimet.org) for all but one of the FY2015 federally funded grant applications (North Hillsboro Job Connector Shuttle). A notice of opportunity for public comments on a revised FY2015 Final Program of Projects (containing the North Hillsboro Job Connector Shuttle) was published on [www.trimet.org](http://www.trimet.org) on September 30, 2015. The public received notification of the opportunity to submit comments or request a Public Hearing via email by October 14, 2015. TriMet received no requests for a Public Hearing and no public comments were received. TriMet's revised Final FY2015 Program of Projects on the grant application was then published on [www.trimet.org](http://www.trimet.org) on October 19, 2015.

The **FY2016 federally funded grants** can be categorized, by use, as follows:

- 1) Grant receipts pledged to debt service
- 2) Federal formula grants, which are used to offset ongoing TriMet maintenance costs
- 3) Grants designated for specific purposes, described below.

The applications are for the following amounts and projects:

*Grant Receipts Pledged to Debt Service*

1. \$11.0 million federal Congestion Mitigation Air Quality (CMAQ) funds to pay FY2016 debt service on TriMet's Capital Grant Receipt revenue bonds.
2. \$5.0 million federal Surface Transportation Program (STP) funds to pay for FY2016 preventive maintenance to free up \$5.0 million in general funds for debt service.

As part of the regional funding package for the construction of the light rail projects, TriMet issued revenue bonds secured by future CMAQ and STP 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. \$18.5 million federal Section 5337 State of Good Repair funds to pay 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. \$37.7 million federal Section 5307 Urbanized Area funds for bus and rail preventive maintenance costs. TriMet pays the 20% local match.
3. \$3.2 million federal Section 5339 Bus and Bus Facilities funds to pay the purchase of fixed route buses. TriMet pays the 20% local match.



*Grants Designated for Specific Purposes*

1. \$.280 million federal Section 5307 Urbanized Area funds for North Hillsboro Job Connector Shuttle. As discussed above.
2. \$.475 million federal STP funds for TriMet's Regional Transportation Options (RTO) program. These funds will be provided through Metro. TriMet pays the 10.27% local match.
3. \$3.0 million federal STP funds to pay for rail preventive maintenance costs. These funds will free up TriMet General Funds for Metro's Transit Oriented Development (TOD) program. There is no cost to TriMet of this fund exchange.
4. \$3.7 million federal STP funds for the Powell-Division corridor safety and access to transit as well as East Portland access to employment and education.
5. \$2.0 million federal Section 5310 Elderly & Disabled program funds for the fourth year of this program. The 5310 program permits "in-kind" match. The Section 5310 program is matched by Ride Connection's on-going volunteer transportation service program so there is no additional cost to TriMet to match this program.
6. \$115.0 million federal Section 5309 New Starts funds to pay for the Portland-Milwaukie Light Rail project.

*Notice Requirements:*

TriMet's FY2016 Final Program of Projects was previously published on June 4, 2015 on [www.trimet.org](http://www.trimet.org) for all but one of the FY2016 federally funded grant applications (North Hillsboro Job Connector Shuttle). A notice of opportunity for public comment on a revised FY2016 Final Program of Projects (containing the North Hillsboro Job Connector Shuttle) was published on [www.trimet.org](http://www.trimet.org) on September 30, 2015. The public received notification of the opportunity to submit comments or request a Public Hearing via email by October 14, 2015. TriMet received no requests for a Public Hearing and no public comments were received. TriMet's revised Final FY2016 Program of Projects on the grant application was then published on [www.trimet.org](http://www.trimet.org) on October 19, 2015.

**6. Financial/Budget Impact**

Approval of the Resolution will authorize TriMet to apply for the FTA grants listed. These funds are integral to TriMet's FY2016 Adopted Budget, and the light rail project finance plans. Some of the aforementioned grants have been pledged as security for TriMet bonds and TriMet has covenanted to pursue such grants.

**7. Impact if Not Approved**

The General Manager would not have Board authorization to submit FTA grant applications totaling \$199.9 million FY2016 federally funded dollars and \$.280 million FY2015 federally funded dollars, which are integral to the Budget.

DB/NY/AL/pc



Attachment A  
Board Memo Resolution 15-10-64  
Grant Applications to be Submitted by TriMet

No.	Description	Federal	Local Match	Total	FY2016 Sources
1	Congestion Mitigation Air Quality (Debt Service)	\$11,000,000	\$1,258,999	\$12,258,999	FY2016 Congestion Mitigation Air Quality (Debt Service)
1	Rail Preventive Maintenance (Debt Service)	\$5,000,000	\$572,272	\$5,572,272	FY2016 Surface Transportation Program (Debt Service)
2	State of Good Repair Program	\$18,510,000	\$4,627,500	\$23,137,500	FY2016 Section 5337 State of Good Repair Formula
3	Bus and Rail Preventive Maintenance	\$37,739,293	\$9,434,823	\$47,174,116	FY2016 Section 5307 Urbanized Area Formula
4	North Hillsboro Job Connector Shuttle	\$280,000	\$70,000	\$350,000	FY2016 Section 5307 Urbanized Area Formula
5	Bus Purchase	\$3,168,908	\$792,227	\$3,961,135	FY2016 Section 5339 Bus and Bus Facilities Formula
6	Regional Transportation Options Program	\$473,772	\$54,225	\$527,997	FY2016 Surface Transportation Program
7	Rail Preventive Maintenance (TOD Trade)	\$3,021,148	\$345,784	\$3,366,932	FY2016 Surface Transportation Program (TOD Centers Program)
8	Powell-Division & East Portland Access	\$3,682,912	\$421,526	\$4,104,438	FY2016 Surface Transportation Program
9	Elderly & Disabled Program	\$2,000,000	\$500,000	\$2,500,000	FY2016 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
10	Milwaukie Light Rail Project	\$115,000,000	\$90,809,773	\$205,809,773	FY2016 Section 5309 New Starts
<b>TOTAL</b>		<b>\$199,876,033</b>			

No.	Description	Federal	Local Match	Total	FY2015 Source
1	North Hillsboro Job Connector Shuttle	\$280,000	\$70,000	\$350,000	FY2015 Section 5307 Urbanized Area Formula
<b>TOTAL</b>		<b>\$280,000</b>			

**RESOLUTION 15-10-64**

**RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING SUBMISSION OF ONE (1) GRANT APPLICATION FOR FY2015 FEDERAL FORMULA FUNDS AND TEN (10) GRANT APPLICATIONS FOR FY2016 FEDERAL FORMULA AND DISCRETIONARY FUNDS TO THE FEDERAL TRANSIT ADMINISTRATION**

**WHEREAS**, the Secretary of Transportation is authorized to award Federal financial assistance for transportation projects; and

**WHEREAS**, the contracts for financial assistance will impose certain obligations upon the applicant or subrecipient to the applicant, including the provision of the local share of project costs; and

**WHEREAS**, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under U.S.C Title 49, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

**WHEREAS**, it is the policy of the Tri-County Metropolitan Transportation District of Oregon (TriMet) that disadvantaged businesses be provided an equal opportunity to receive and participate in U.S. Department of Transportation-assisted contracts, and that a program be established and administered to implement this policy;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the TriMet Board of Directors ("Board") hereby authorizes the General Manager and his designee(s) to execute and file one (1) grant application for FY2015 federal formula funds and ten (10) grant applications for FY2016 federal formula and discretionary funds on behalf of TriMet with the Federal Transit Administration of the U.S. Department of Transportation and; to execute and file with such applications any assurance or other documents required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Amendment of 1964.
2. That the General Manager and his designee(s) are further authorized to:
  - a. Furnish such additional information as the U.S. Department of Transportation may require in connection with these applications, agreements or projects.
  - b. Establish disadvantaged business policies in connection with the project's procurement needs.



- c. Execute grant amendments, revisions and agreements on behalf of TriMet with the U.S. Department of Transportation for the financing of these grant applications.
3. That the local match for the grants will be provided as noted in the Resolution Board memo.

Dated: October 28, 2015

\_\_\_\_\_  
Presiding Officer

Attest:

\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:



\_\_\_\_\_  
Legal Department

## Revised Final FY2016 Program of Projects

TriMet posted a Public Notice on September 30 on its external website offering the public an opportunity to submit comments or request a Public Hearing on its revised plan for FY2016 federal transit funding. Neither comments nor a request for a Public Hearing were received by 5 p.m. on Wednesday, October 14, 2015.

Our Revised Final Program of Projects in FY2016 will include the following:

<b>Estimated eligible programs in fiscal year 2016</b>	<b>% of Federal Funding</b>	<b>Amount</b>
<b>Section 5307</b> Urbanized Area Formula	80.00%	\$37,642,864
<b>Section 5337</b> State of Good Repair	80.00%	\$18,510,000
<b>Section 5339</b> Bus & Bus Facilities	80.00%	\$2,767,000
<b>STP</b> Surface Transportation Program	89.73%	\$12,177,832
<b>CMAQ</b> Congestion, Mitigation & Air Quality	89.73%	\$11,000,000
<b>Section 5310</b> Elderly and Disabled Transportation	50.00%	\$1,989,187
<b>Section 5309</b> New Starts	55.88%	\$115,000,000
<b>TOTAL</b>		<b>\$199,086,883</b>

### REVISED FINAL PROGRAM OF PROJECTS

**Bus & Rail Preventive Maintenance:** \$37,362,864 Section 5307 funds, \$18,510,000 Section 5337 funds, \$3,021,148 STP funds\*

**North Hillsboro Job Connector Shuttle:** \$280,000 Section 5307 funds\*

**Bus Replacement:** \$2,767,000 Section 5339 funds

**Regional Rail Debt Service:** \$5,000,000 STP funds, \$11,000,000 CMAQ funds

**East Portland Access to Employment & Education:** \$2,275,000 STP funds

**Regional Transportation Options Program:** \$473,772 STP funds

**Powell-Division Corridor Safety & Access to Transit:** \$1,407,912 STP funds

**Elderly and Disabled Transportation:** \$1,989,187 Section 5310 funds

**Milwaukie Light Rail Project:** \$115,000,000 Section 5309 New Starts funds

\*Revised from FY2016 Final Program of Projects posted on June 4, 2015

*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. If less funding is available, the federal involvement in these projects will be reduced.*

All but one project (North Hillsboro Job Connector Shuttle) have been selected through TriMet's planning process, which incorporates public involvement, and are included in the Metropolitan and State Transportation Improvement Programs. These projects conform to comprehensive land use and transportation planning in the area. The North Hillsboro Job Connector Shuttle will be included in the near future.

If more information is needed on the Revised Final Program of Projects, please submit your questions or comments via email to [federal\\_funding@trimet.org](mailto:federal_funding@trimet.org).