

HB 2017 Transit Advisory Committee

October 21, 2022



Webex Tutorial

Chat

- Right side window
- Chats are recorded

Participants

- Right side window
- Raise your hand

Video On/Off

Reactions

Mute/Unmute

Leave Meeting



Meeting Agenda

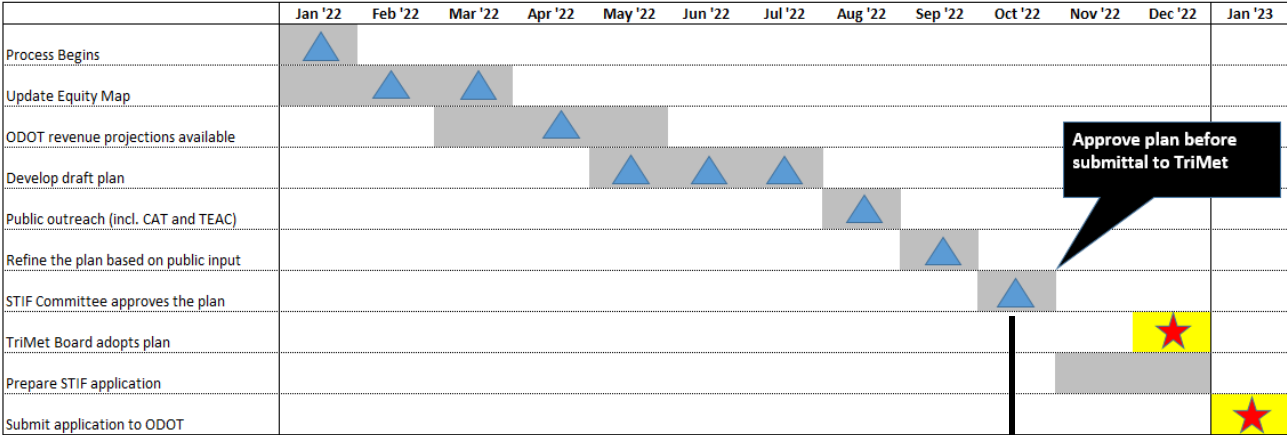
Public Comment	8:30 a.m.
Recommended STIF Human Services/STF Allocations	8:35 a.m.
Public Transportation Service Provider Presentations	8:50 a.m.
Review TriMet STIF budget	9:35 a.m.
Vote on FY24-25 STIF Plan	9:45 a.m.
STIF Discretionary Process	9:55 a.m.

Public Comment



Schedule

FY24-25 STIF Plan Development Timeline



Approve plan before submittal to TriMet

We are here

Application due date Jan. 16.

▲ = Advisory Committee meeting
 ★ = Major milestone



Recommended STIF Human Services and STIF Allocations



STIF Human Services and STF Allocations

Grant Recipients and Projects	Fy24/25 STF Formula	STIF Formula Human Service	STF FY23 Carryover
Canby Area Transit / City of Canby	\$ 259,488	\$ 180,322	
STF CAT Demand Response	\$ 259,488	\$ 180,322	
City of Sandy Totals	\$ 297,099	\$ 174,837	
Deviated Route - Estacada Service		\$ 89,515	
Elderly & Disabled Door-to-Door Service		\$ 85,322	
Preventative Maintenance			
Local Dial-a-Ride Program			
SAM Rides	\$ 273,113		
SAM Bus and Bus Stop Upgrades	\$ 23,986		
Clackamas County	\$ 1,059,391	\$ 442,366	\$ 107,000
5310: Mt Hood Express Preventative Maintenance			
5310: Mt Hood Express Service Continuation (Wknd Shuttle)			
5310: Boring Transportation Service Purchased Service			
STF: Mt Hood Express Service Continuation	\$ 22,145		
STF Waivered Non-Medical Transportation Match	\$ 32,513		\$ 15,000
STF/STIF: TRP Dedicated Dialysis	\$ 88,805	\$ 122,080	\$ 37,200
STF: TRP Base Services	\$ 414,512	\$ 198,206	\$ 15,000
STF: TRP Volunteer Mileage & Operations Support	\$ 67,459		
STF: Senior Center Specialized Services	\$ 341,064		\$ 15,000
STF/STIF: TRP Dedicated Medical Service	\$ 92,893	\$ 122,080	\$ 24,800
Multnomah County	\$ 1,092,861		
Title XIX Match	\$ 1,092,861		

South Clackamas Transportation District	\$ 266,770		
Vehicle Preventative Maintenance (5310)			
Malalla City Bus Deviated Fixed Route Service	\$ 266,770		
TriMet Lift		\$ 1,000,000	
Lift Technology			
Lift Replacement Vehicles			
Lift Operations		\$ 1,000,000	
Wilsonville SMART	\$ 634,454		
Dial-a-Ride Medical Trips	\$ 214,454		
Wilsonville Meridian Hospital Medical Shuttle	\$ 420,000		
Ride Connection	\$ 5,953,051	\$ 586,877	\$ 4,078,959
Ride Connection Network Replacement Vehicles		\$ 586,877	
Ride Connection Network Preventative Maintenance			\$ 77,509
Ride Connection Mobility Management			\$ 182,494
Ride Connection Network Support / Coordination			\$ 99,171
Ride Connection Technology Capital & Infrastructure			\$ 229,504
Ride Connection Network Coordination*	\$ 1,987,360		\$ 1,428,233
Washington County Title XIX Match	\$ 408,000		
Direct Service and Funding Cut Restoration	\$ 3,405,586		\$ 404,010
5310 Match	\$ 152,105		
Washington County King City Shuttle			\$ 109,000
Vehicle Carry Forward			\$ 1,549,038
Ride Connection Network			
Asian Health and Services Center		\$ 61,179	
Asian Communities Transportation Project		\$ 61,179	
Exceed Enterprises		\$ 47,920	
Supporting People with Diverse Abilities		\$ 47,920	
Impact NW		\$ 637,887	\$ 76,599

Transportation Services for Seniors & People with Disabilities		\$ 637,887	\$ 76,599
Metropolitan Family Services Project Linkage	\$ 255,638	\$ 393,126	\$ 56,086
STF Formula	\$ 255,638		\$ 24,651
N/NE Seniors & People w/ Disabilities (Mobility Mgt & North Restoration)		\$ 393,126	\$ 31,435
Neighborhood House		\$ 150,471	
Senior & Disabled Transportation Program		\$ 150,471	
Centro Cultural de Washington County		\$ 323,222	
Transportation Access for Latino Elders & People with Disabilities		\$ 323,222	
Total Estimated Funding Available FY24-25	\$ 9,818,752	\$ 3,998,207	\$ 4,318,644

Public Transportation Service Provider Presentations





Clackamas County Transit Providers HB 2017



KRISTINA BABCOCK

FY22-23 STIF Impact

- ▶ Expansion of transit service in Clackamas County
 - ▶ Last mile shuttles w /Regional Coordination Dollars
 - ▶ Oregon City
 - ▶ Clackamas Industrial
 - ▶ CCC Xpress
 - ▶ Shuttle purchases
- ▶ Increased demand response services for Dialysis and Medical Rides
- ▶ Increased coordination of services between transit providers (fare integration / integrated website)
- ▶ Mt Hood area:
 - ▶ Continued additional service on the Mt Hood Express
 - ▶ New vehicles
 - ▶ Transit Hub Study

FY24-25 STIF Plans

- ▶ Continued funding for existing MHX service
- ▶ Provide increased demand response services for Seniors and Persons with disabilities (TRP and Senior Centers and Small Providers)
- ▶ Match funds for purchase of two buses (1 for MHX and 1 for TRP)
- ▶ Transit Hub Development
- ▶ Capital purchase of one large bus for MHX
- ▶ Address missing connections identified in the Transit Development Plan (TDP)



DWIGHT BRASHEAR

FY22-23 STIF Impact

Accomplishments

- ▶ Eliminated fares on Route 3X (Canby) to provide equitable and affordable transportation
- ▶ Fleet Procurement (1 electric bus, 3 cutaway buses, electric charging station)
- ▶ Transit Master Plan updated
- ▶ Continued intercity connectivity to Tualatin Park & Ride and Salem Downtown Transit Center

Projects on hold

- ▶ Service to Clackamas Town Center
 - ▶ Vehicle acquisition and bus-on-shoulder (I-205) implementation

FY24-25 STIF Plans

- ▶ Continue intercity service to Tualatin Park and Ride, Salem, and Meridian Park Medical Center
- ▶ Continue administrative costs of administering the STIF program and a program reserve for projects that may exceed total planned expenses
- ▶ Electric and CNG fleet procurement and facilities expansion
- ▶ Intercity service to Clackamas Town Center
- ▶ New intercity service to Woodburn and Keizer in harmony with Cherriots' Route 80X
- ▶ SMART Transit Center TOD customer service employees to provide regional transit information
- ▶ Basalt Creek service study/plan for future services
- ▶ Bus stop and amenities plan to improve access and connections



TODD WOOD



FY22-23 STIF Impact

- ▶ Saturday Services:
 - ▶ Continued to operate services on Saturday
 - ▶ Includes fixed route from Woodburn to Oregon City
 - ▶ Includes demand response and paratransit services
 - ▶ Became Fareless September 2022
- ▶ Bus Purchases:
 - ▶ Received two buses for use on Circulator
- ▶ City Circulator:
 - ▶ Began October 2023
 - ▶ Operates Mon-Friday
 - ▶ Fareless Service

FY24-25 STIF Plans

- ▶ Continuation of Saturday services at current levels
 - ▶ Route 99X
 - ▶ Demand response and Paratransit

- ▶ Continuation and expansion of Local Canby Circulator Route
 - ▶ Monday through Friday
 - ▶ Operate at least 12 hours per day
 - ▶ Serve Canby High School as well as most Canby Parks and businesses
 - ▶ Expand to Saturdays July 1, 2023



MIKE STRAUCH

FY22-23 STIF Impact

- ▶ More Service!
 - ▶ Clackamas Community College - more service during morning commute
 - ▶ Molalla - new Saturday service, 9:30am - 4pm
 - ▶ Canby - extended service morning and evening
- ▶ Improve rider safety and comfort with updated amenities and services, making transit more convenient
- ▶ Updated long-range Transit Master Plan

FY24-25 STIF Plans

- ▶ Preserve current service levels from initial STIF cycle
 - ▶ Clackamas Community College - morning peak service
 - ▶ Molalla - Saturday service
 - ▶ Canby - morning and evening
- ▶ New Vehicles
- ▶ Continue to improve rider safety and comfort and update amenities and services
 - ▶ Infrastructure - Passenger amenities & stop enhancements
 - ▶ Rider tools - Real-time vehicle arrival information



ANDI HOWELL

FY22-23 STIF Impact

▶ CONTINUED SERVICE ENHANCEMENTS:

▶ Continued expanded hours on 3 routes:

- ▶ SAM Gresham (1 hour / Mon-Friday)
- ▶ SAM Estacada (1 hour / Mon-Saturday)
- ▶ SAM Shopper (2 hours / Mon-Friday)

▶ CAPACITY PLANNING/CONSTRUCTION PROJECT

- ▶ Funding set aside for future expansion planning and construction of driver training and break area in Sandy Operations Center

▶ SAFE ROUTES TO SCHOOL

- ▶ Safe Routes to School Bus Stop Improvements in partnership with Planning and Development Department at City of Sandy.

▶ PROGRAM RESERVE

- ▶ Approved category to cover cost of preserving service.

▶ ADMINISTRATIVE COSTS

- ▶ Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit

FY24-25 STIF Plans

▶ CONTINUED SERVICE ENHANCEMENTS:

- ▶ Continue expanded hours on 3 routes:
 - ▶ SAM Gresham
 - ▶ SAM Estacada
 - ▶ SAM Shopper

▶ NEW SERVICE ENHANCEMENTS:

- ▶ Saturday Shopper Shuttle (5 runs)

▶ PROGRAM RESERVE:

- ▶ Approved category to cover cost of preserving service if revenue sources fall or operation costs rise.

▶ ELECTRIC VEHICLE INFRASTRUCTURE:

- ▶ Make Ready Infrastructure for Electric Vehicle, Charging Stations and Match for electric vehicle dependent on amount of funding received.

▶ ADMINISTRATIVE COSTS:

- ▶ Cover costs of administering STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities and audit

Questions / Comments?



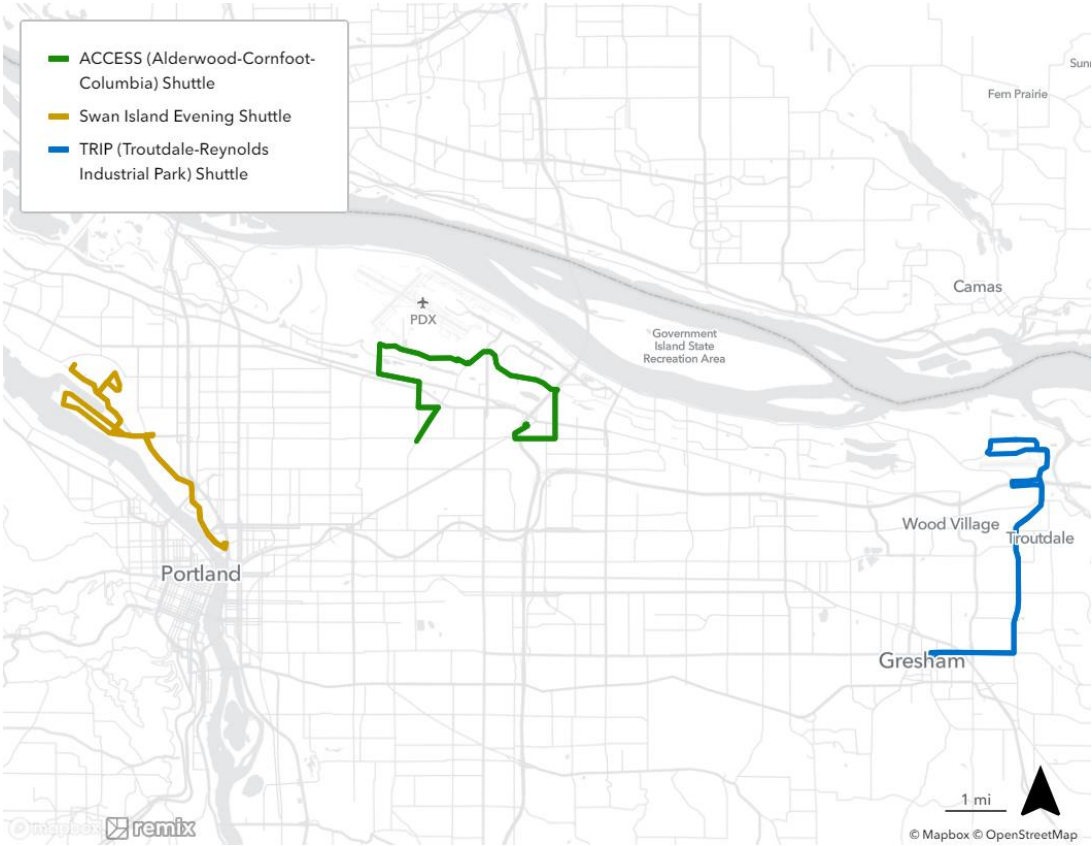
Multnomah County FY24-25 STIF Proposal

HB2017 Advisory Committee
October 21, 2022

Eve Nilenders
Multnomah County
Transportation Planning and
Development

Multnomah County Shuttles

- ACCESS (Alderwood-Cornfoot-Columbia) Shuttle
- Swan Island Evening Shuttle
- TRIP (Troutdale-Reynolds Industrial Park) Shuttle



FY22-23 Accomplishments – Regional Coordination

- Provided service to Swan Island and TRIP
 - Fairly steady ridership throughout COVID
- ACCESS Shuttle
 - FY22: Planning, development, contracting
 - FY22-23: Outreach and coordination
 - Service began July 2022
- Publish GTFS data to help trip planning



ACCESS:

Alderwood-Cornfoot-Columbia Employment Shuttle Service



FY2024-2025 Plans – Regional Coordination

- Continue service to Swan Island and TRIP
- Expand ACCESS shuttle by increasing service



FY22-23 Accomplishments - Rural

- Provided demand-response (dial-a-ride) service to rural parts of the county
- Resumed public engagement
 - In-person rural outreach
 - Survey of rural transit needs underway



FY24-25 Plans - Rural

- Continue demand-response service
- Transportation System Plan: Transit Element Development



Thank you!

Questions or Comments?

For more information: www.multco.us/transit





Washington County FY 2023-25 Transit Investment Priorities

STATEWIDE TRANSPORTATION
IMPROVEMENT FUND

HB2017 Advisory Committee
Oct. 21, 2022

Land Use & Transportation

www.washingtoncountyor.gov

→ Ride Connection, Inc.

Contracts with County as
Public Transportation Service
Provider

Leverages other private,
local, Federal and State
resources

Community partnerships and
engagement



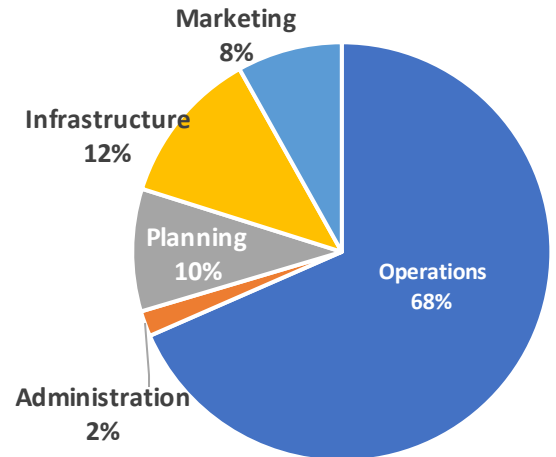
35



County STIF formula fund budget

Program
Operations <ul style="list-style-type: none">westLink - add service to meet demandDemand Response - continue to make service available to general publicRural Workforce ShuttleInterregional Coordination - better coordinated marketing and trip planning
Planning - Engage community throughout service refinement and implementation
Marketing – better branding and awareness
Infrastructure - stop improvements and EV charging
Administration - Manage STIF program and compliance

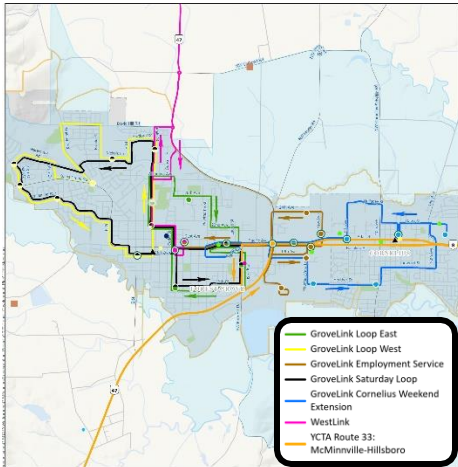
Source	Total Biennium
Outside TriMet district + carry forward	~\$1,390,000



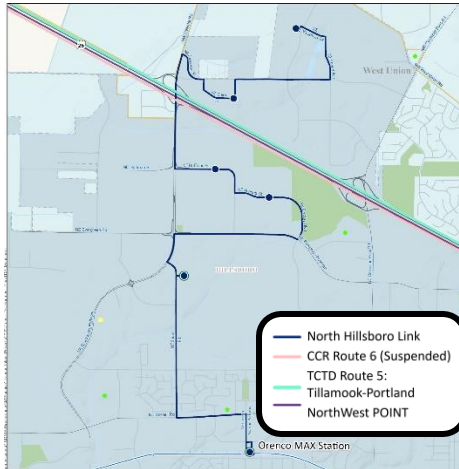


Community Connector shuttles

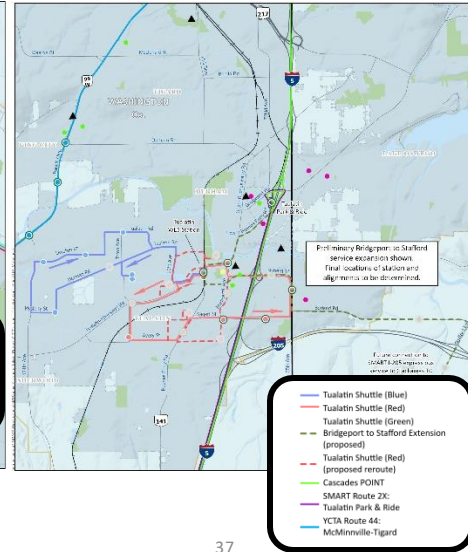
GroveLink



North Hillsboro Link



Tualatin Shuttle

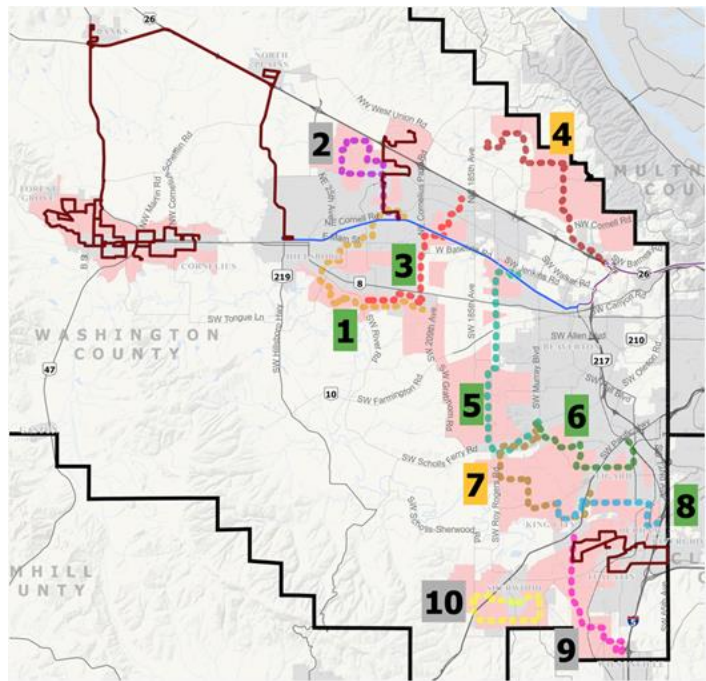




New shuttle service concept areas

Near-Term	
1	Witch Hazel/Orencia
3	South Hillsboro/Tanasbourne
5	South Beaverton/Cooper Mountain
6	Central Tigard
8	Durham/King City
Mid-Term	
4	Bethany/Cedar Mill
7	River Terrace/Bull Mountain
Long-Term	
2	Northwest Hillsboro
9	Basalt Creek
10	Sherwood

-  Service Concepts
-  Analysis Areas
-  Existing Community Connector Shuttles





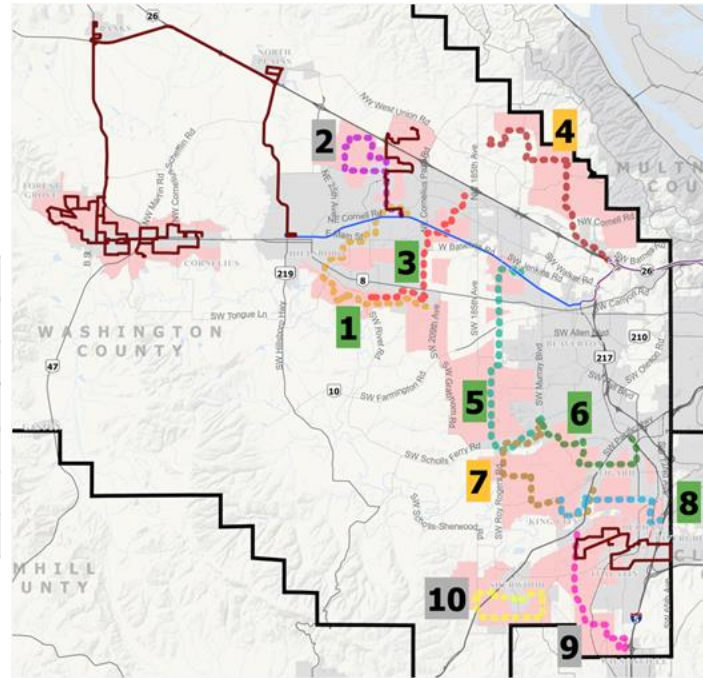
Forward Together service concept overlay

Near-Term		TriMet service
1	Witch Hazel/Orenco	No
3	South Hillsboro/Tanasbourne	Mostly
5	South Beaverton/Cooper Mountain	Partially
6	Central Tigard	Mostly
8	Durham/King City	No
Mid-Term		
4	Bethany/Cedar Mill	No
7	River Terrace/Bull Mountain	No
Long-Term		
2	Northwest Hillsboro	Partially
9	Basalt Creek	No
10	Sherwood	No

Service Concepts

Analysis Areas

Existing Community Connector Shuttles





Elements of successful shuttle service

Fill gaps in fixed-route service in lower-demand areas and emerging markets

Avoid duplicating services

Equity and ridership potential

Local support, champions, partnerships

Leverage other funds



New area services proposal

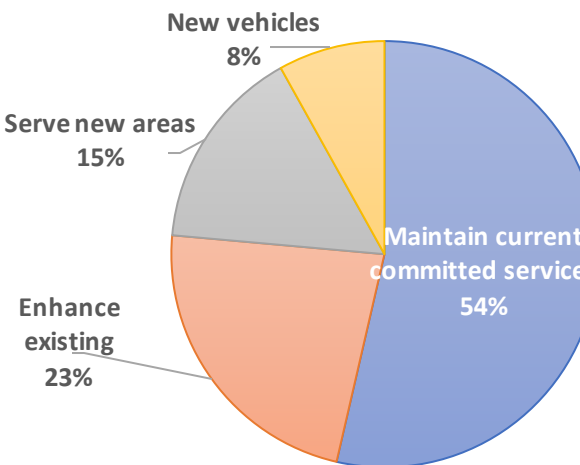
Align near-term funding proposal with TriMet's Forward Together service concept

Fund up to three opportunity areas through Regional Coordination and discretionary grants

- King City/Durham
- Bethany/Cedar Mill
- South Beaverton



Regional Coordination proposal

Program	Biennium budget total ~\$5,687,000										
Maintain current/committed services <ul style="list-style-type: none">GroveLink, North Hillsboro, Tualatin shuttle	<i>Regional Coordination funding is allocated by TriMet's HB2017 Advisory Committee</i>  <table border="1"><caption>Budget Allocation</caption><thead><tr><th>Category</th><th>Percentage</th></tr></thead><tbody><tr><td>Maintain current committed services</td><td>54%</td></tr><tr><td>Enhance existing</td><td>23%</td></tr><tr><td>Serve new areas</td><td>15%</td></tr><tr><td>New vehicles</td><td>8%</td></tr></tbody></table>	Category	Percentage	Maintain current committed services	54%	Enhance existing	23%	Serve new areas	15%	New vehicles	8%
Category		Percentage									
Maintain current committed services		54%									
Enhance existing		23%									
Serve new areas		15%									
New vehicles	8%										
Enhance existing services <ul style="list-style-type: none">Cornelius weekdayNorth Hillsboro deviation/peakTualatin Green line-grant funded FY 23											
Serve new areas <ul style="list-style-type: none">King City/DurhamBethany/Cedar Mill											
Four new vehicles											



Land Use & Transportation
www.washingtoncountyor.gov



Portland Streetcar Overview

Dan Bower, PSI

Catherine Ciarlo, PBOT

STIF Advisory Committee October 21, 2022

- Existing Allocation
- \$700k/Year in STIF funds dedicated to improving operations, or 1.3% of STIF funds in FY 22.
- 3rd largest transit system in the Oregon by ridership; ~ 5% of ridership in TriMet district
- Spent on improved daily operations prior to COVID – now categorized as “Service Preservation”



PORTLAND
STREETCAR



Streetcar At a Glance

- 16 miles of track, 17 modern streetcars
 - 3 additional vehicles arriving soon
- Pre-COVID ridership ~14,000/day
 - ~7,800/day in March 2022
- 76% of all housing currently under construction in Portland is within $\frac{1}{4}$ mile of Portland Streetcar
 - 54% of all affordable housing is located along alignment

CONTINUED HOUSING GROWTH AND DEVELOPMENT



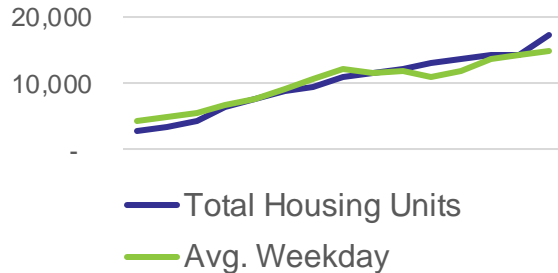
Significant development opportunities remain along existing alignment:

- Broadway Corridor (14 acres)
- OMSI (15 acres)
- Albina Vision (30 acres)
- Riverplace (8 acres, 3m sq. ft.)
- Zidell Yards (33 acres)
- Central Eastside along MLK/Grand

New land uses in these places support continued ridership growth and importance of reliable streetcar service.

Projected Growth: Ridership and Housing

Total Number Of Housing Units Built Within 1/4 Mile Of Portland Streetcar & Average Weekday Ridership: 2001-2018



Connecting the Entire Community

66% of streetcar trips begin at home

PORTLAND STREETCAR

Riding From Home

OUR RIDERS



76%

are daily

38%

ride to/from
work or school.

29%

identify as non-
white, compared to
24.7% of all
Portlanders.



40% earn less

than \$33,000 per year.

System Preservation Investments on the Horizon

Planned Asset Management

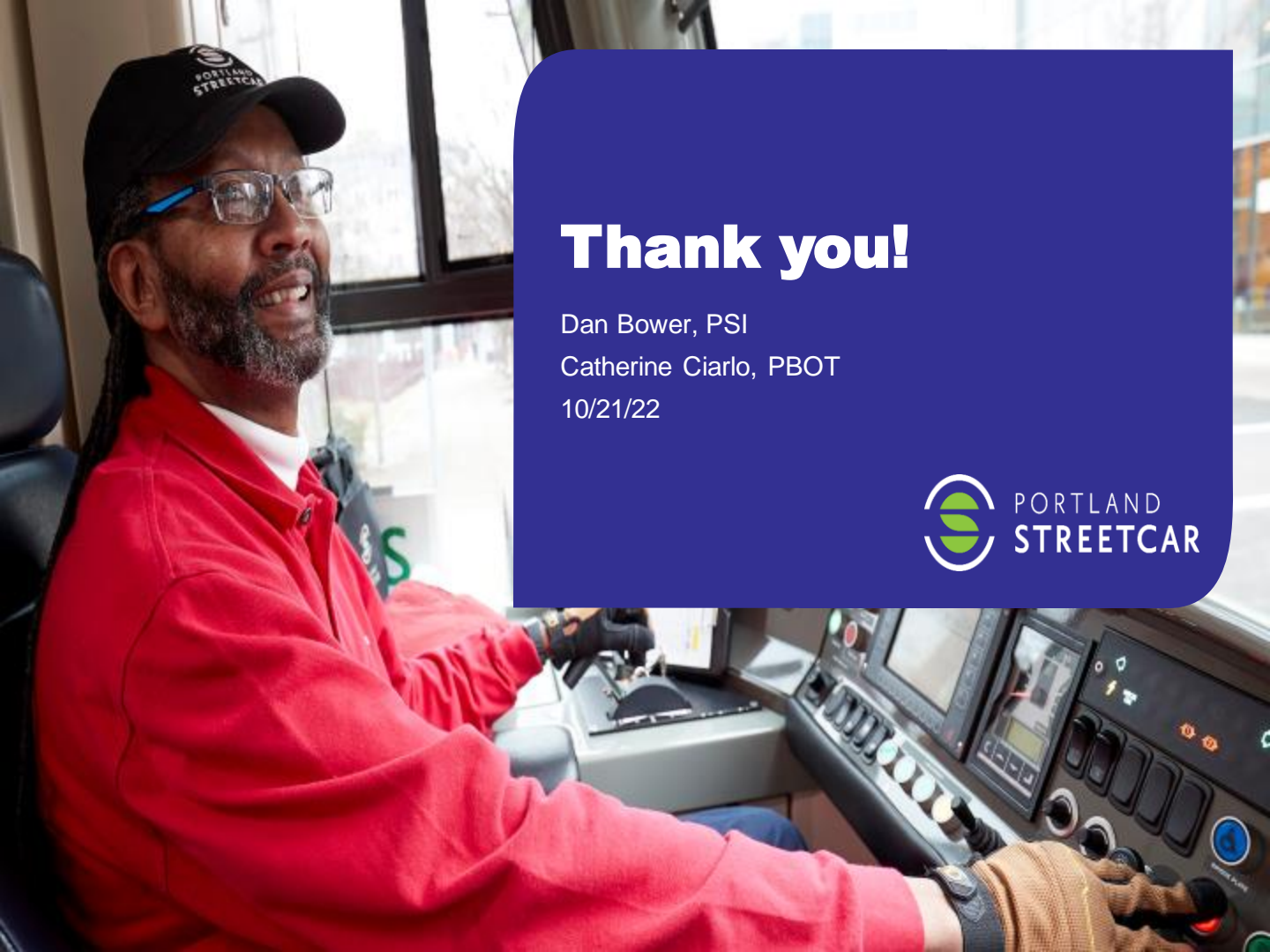
- Upgrading all trains with CCTV and new communications/signage (\$3m)
- Upgrading platforms with concrete repair and new shelters/signs (\$1.5m)
- 2nd Ave Approach Reconstruction (\$10-20m)
- *Replacing aging fleet - 11 cars by 2028 (\$70m)*

Streetcar and STIF/HB 2017

- Investment in vehicles is required to preserve existing service into the future
- \$3m/year (+CPI) STIF commitment to “Service Preservation”
- City of Portland will allocate local funds 1:1 or greater to manage fleet replacement and ensure seamless operations

CONTINUING PARTNERSHIP





Thank you!

Dan Bower, PSI

Catherine Ciarlo, PBOT

10/21/22



Review TriMet STIF Budget

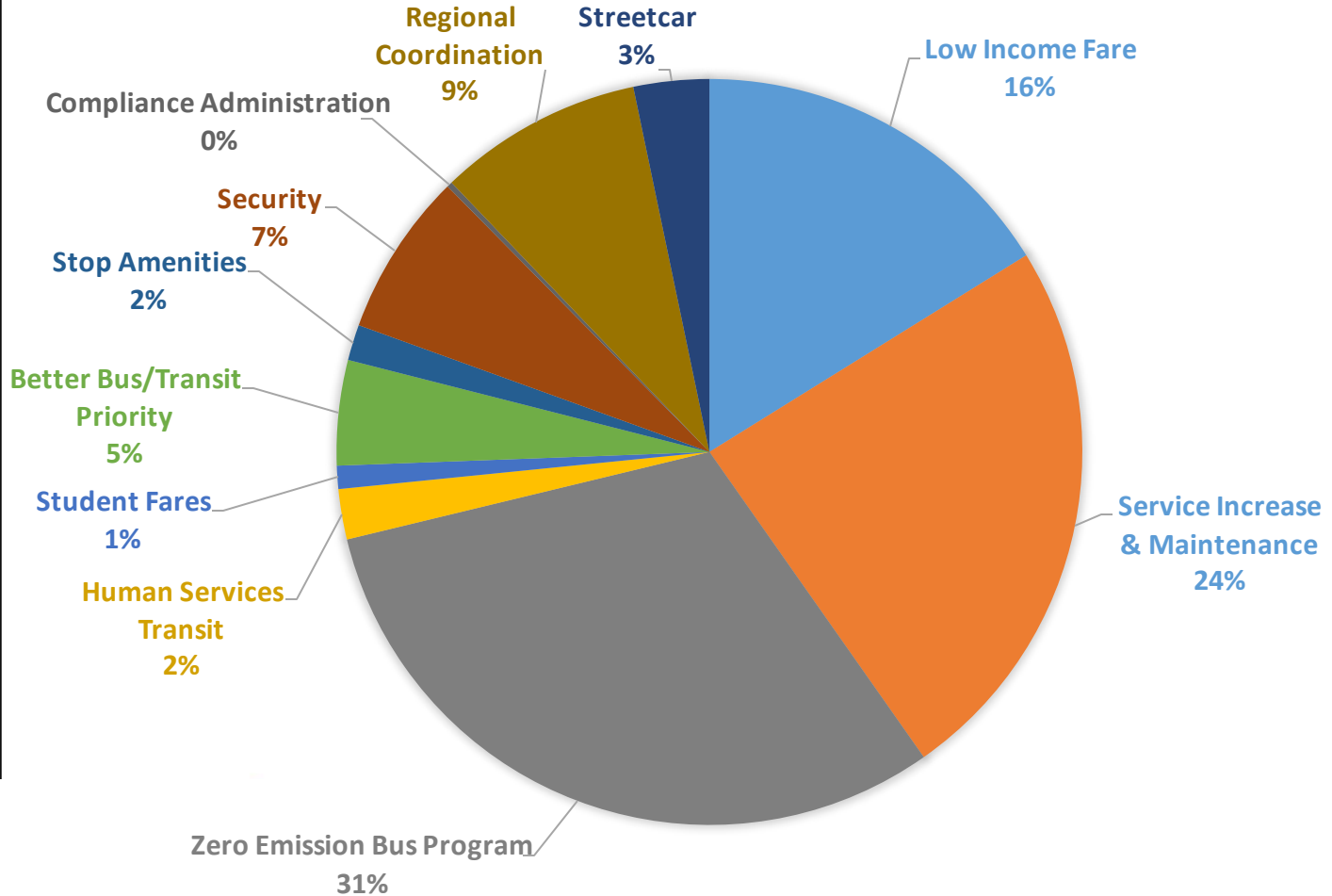


FY24-25 STIF Revenue Projections

	Yearly	OTO	
Year	FY24 & FY25 STIF Formula Funds	FY22-23 Overage (unexpected funding)	FY22-23 Carryover
FY24	\$62.7 mil	\$14.7 mil	~\$40 mil
FY25	\$65.8 mil		
Total	\$183.2 mil		

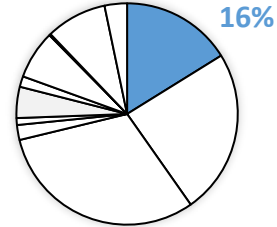


FY24-25 STIF Budget Proposal



Project 1. Low Income Fare

FY24	FY25	One-Time Only
\$14,371,266	\$15,234,650	\$0

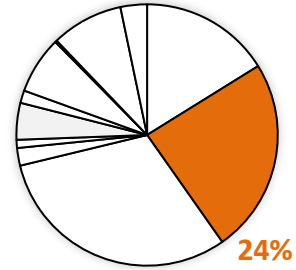


Program includes:

- Fare subsidy
- Summer pass program for low-income students
- Transit Access grants for seniors, people with disabilities, and low-income veterans' passes
- Administration & marketing
- Program reserve

Project 2. Service Expansion

FY24	FY25	One-Time Only
\$20,075,992	\$22,057,692	\$2,002,605

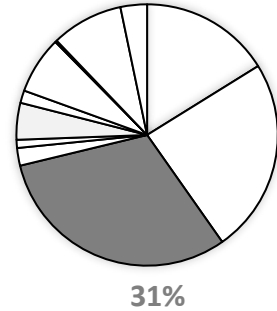


Program includes:

- Service maintenance & increases
- Transit center expansions (Beaverton & Oregon City)
- Scheduling software upgrade
- Staffing

Project 3. Zero Emission Buses

FY24	FY25	One-Time Only
\$7,269,971	\$7,275,070	\$42,200,000

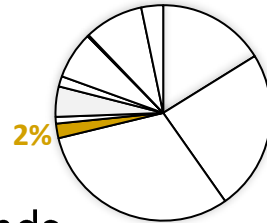


Program includes:

- Purchase 24 long-range electric buses
- Carry forward to FY26-27 for future zero emission bus purchases
- Electric bus infrastructure
 - Columbia Garage project development
 - Powell & Merlo charging islands
 - Powell Garage power upgrade
 - Overhead charging design & engineering
 - Staffing

Project 4. Human Services / Senior & Disabled Transportation

FY24	FY25	One-Time Only
\$2,000,000	\$2,000,000	\$0



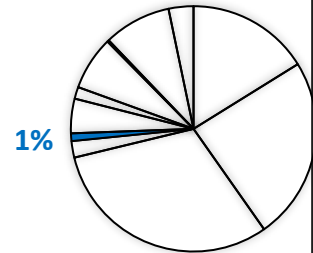
Funds to be allocated by the Special Transportation Funds Allocation Committee

Program typically includes:

- Purchase paratransit vehicles
- Paratransit services
- Dispatch software upgrades

Project 5. Access Transit – Student Fares Program

FY24	FY25	One-Time Only
\$920,000	\$920,000	\$0



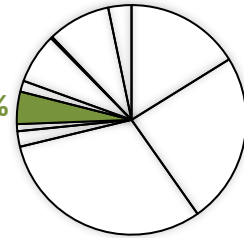
Program includes:

- Fare subsidy
- Administration & marketing

Project 6. Better Bus (Transit Priority)

FY24	FY25	One-Time Only
\$419,971	\$425,070	\$7,500,000

5%

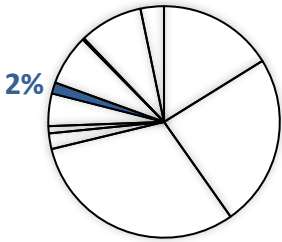


Program includes:

- Transit priority construction
- Design & engineering
- Staffing

Project 7. Bus Stop Amenities

FY24	FY25	One-Time Only
\$1,513,703	\$1,326,500	\$0

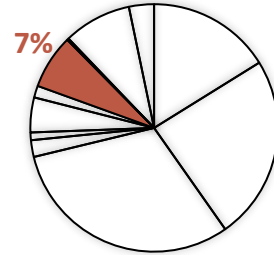


Program includes:

- New shelter design
- New shelters
 - Expansion in equity areas
 - 20 year replacement program
 - Destroyed shelters/vandalism damage
- Shelter maintenance/cleaning
- ADA improvements
- Digital displays
- Staffing

Project 8. Security

FY24	FY25	One-Time Only
\$5,880,000	\$5,910,000	\$1,200,000

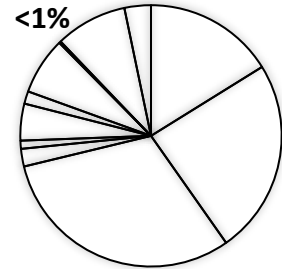


Program includes:

- 48 Safety Response Team Ambassadors + 8 supervisors per *Reimagining Public Safety & Security on Transit* process
 - Unarmed
 - Conflict de-escalation training
 - Mental health support
 - Customer service
 - Supplies (food, water, socks, etc.)
- Cameras
- Staffing

Project 9. Compliance

FY24	FY25	One-Time Only
\$210,000	\$220,000	\$0

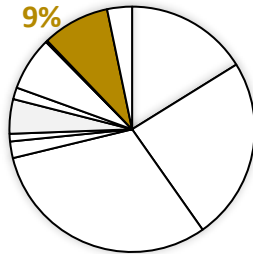


Program includes:

- Staffing

Project 10. Regional Coordination

FY24	FY25	One-Time Only
\$7,039,097	\$7,431,018	\$1,797,395



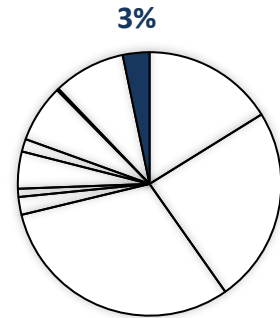
Program includes:

- Continue existing shuttles and services + inflation
- Add new shuttles, services, & a study for sub-recipients
 - Clackamas, Multnomah, Washington counties
 - SMART
 - Sandy Transit
 - PBOT
- Expand TriMet’s trip planner to include other providers and shuttles



Project 11. Portland Streetcar

FY24	FY25	One-Time Only
\$3,000,000	\$3,000,000	\$0



Program includes:

- Support Streetcar operations
- Allow for city funded long-term asset maintenance and upgrades

FY24-25 STIF Plan Budget Summary

Proj.	Description	FY24 -\$62.7m	FY25-\$65.8m	OTO-\$54.7m
1	Low Income Fare	\$14,371,266	\$15,234,650	
2	Service Increase	\$20,075,992	\$22,057,692	\$2,002,605
3	Zero Emission Buses	\$7,269,971	7,275,070	\$42,200,000
4	E&D Transportation	\$2,000,000	\$2,000,000	
5	Student Fares	\$920,000	\$920,000	
6	Better Bus	\$419,971	\$425,070	\$7,500,000
7	Stop Amenities	\$1,513,703	\$1,326,500	
8	Security	\$5,880,000	\$5,910,000	\$1,200,000
9	Compliance Admin.	\$210,000	\$220,000	
10	Regional Coord.	\$7,039,097	\$7,431,018	\$1,797,395
11	Portland Streetcar	\$3,000,000	\$3,000,000	
	Total	\$62,700,000	\$65,800,000	\$54,700,000

Vote on FY24-25 STIF Plan



Committee Vote

Vote to forward the FY24-25 STIF proposal to public outreach

- Member makes a motion
- Member seconds the motion
- Discussion
- Member can ask to amend the motion
- If member who made the motion accepts, then the committee seeks a second; if the member denies, then the motion goes to a vote
- Vote on the motion

Next Steps

After the HB2017 Transit Advisory Committee approves the plan

- TriMet Board approves the plan on December 14, 2022
- TriMet STIF application due to ODOT on January 16, 2023
- ODOT reviews for STIF compliance and ask for revisions
- Public Transportation Advisory Committee approval – Spring '23
- Oregon Transportation Committee approval – Spring '23
- Funds available on July 1, 2023

FY24-25 STIF Discretionary Funds and State Transportation Network Funds



Estimated Fund Availability 2023-25

Funding Sources	Amount
STIF Discretionary Fund (5%)	\$13.5 M
Statewide Transit Network Program	\$15 M
STIF Intercommunity Fund (4%)	\$10.8 M
FTA Section 5311 (f)	\$4.2 M



Program Schedule

- 2022
 - **October 10:** LOI due to ODOT
 - **October 28:** LOI feedback to applicants (as appropriate)
 - **November 30:** Applications due to ODOT
 - **Early December:** Applications shared with QEs and ACTs
- 2023
 - **Early February:** QE and ACT feedback due to ODOT
 - **Mid February:** Selection Committee meets to finalize award recommendations
 - **March:** PTAC reviews award recommendations
 - **April/May:** OTC makes final award decision
 - **July:** Grant agreements executed



Meeting Adjourned