



RESOLUTION NO. U-11431

1 A RESOLUTION relating to the City of Tacoma, Department of Public Utilities,
2 Rail Division approving the acceptance of a grant funding award from the
3 Federal Railroad Association's FY-2022 Consolidated Rail Infrastructure
4 and Safety Improvements (CRISI) grant program to assist with the
5 acquisition of two zero emission locomotives and installation of the
6 associated on-site charging infrastructure.

7 WHEREAS the City of Tacoma, Department of Public Utilities, Rail
8 Division ("Tacoma Rail") submitted an application in response to a competitive
9 call for projects by the Federal Railroad Association's FY-2022 Consolidated
10 Rail Infrastructure and Safety Improvements (CRISI) grant program and
11 received a grant of \$4,095,000, and

12 WHEREAS the application proposed to replace two existing unregulated
13 diesel-electric locomotives with two zero emission battery-electric locomotives
14 including the associated charging infrastructure, and

15 WHEREAS, upon completion, the project will improve air quality by
16 eliminating emissions associated with the annual consumption of approximately
17 65,000 gallons of diesel fuel from operational activities, and

18 WHEREAS it is in the best public interest to approve acceptance of said
19 funding award; Now, therefore,

20 BE IT RESOLVED BY THE PUBLIC UTILITY BOARD OF THE CITY OF TACOMA:

21 That the acceptance of the grant funding award from the Federal
22 Railroad Association's FY-2022 Consolidated Rail Infrastructure and Safety
23 Improvements (CRISI) grant program which provides for a grant of \$4,095,000
24 to assist with the acquisition of two zero emission locomotives and installation
25 of the associated on-site charging infrastructure, is hereby approved and the
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City Council is requested to approve and authorize said acceptance of such funding award, and the proper officers are authorized to execute acceptance of said award substantially in a form as on file with the Clerk and as approved by the City Attorney.

Approved as to form:

_____ Chair

/s/
Chief Deputy City Attorney

_____ Secretary

_____ Clerk

Adopted _____



Board Action Memorandum

TO: Jackie Flowers, Director of Utilities
COPY: Charleen Jacobs, Director and Board Offices
FROM: Dale King, Rail Superintendent
MEETING DATE: January 10, 2024
DATE: December 28, 2023

STRATEGIC DIRECTIVE ALIGNMENT (select as many that apply):

Please indicate which of the Public Utility Board's Strategic Directives is supported by this action.

- | | |
|--|--|
| <input type="checkbox"/> GP1 – Diversity, Equity, Inclusion, Belonging | <input type="checkbox"/> GP8 – Telecom |
| <input type="checkbox"/> GP2 – Financial Sustainability | <input type="checkbox"/> GP9 – Economic Development |
| <input type="checkbox"/> GP3 – Rates | <input type="checkbox"/> GP10 – Government Relations |
| <input type="checkbox"/> GP4 – Stakeholder Engagement | <input checked="" type="checkbox"/> GP11 – Decarbonization/Electric Vehicles |
| <input checked="" type="checkbox"/> GP5 – Environmental Leadership | <input type="checkbox"/> GP12 – Employee Relations |
| <input type="checkbox"/> GP6 – Innovation | <input type="checkbox"/> GP13 – Customer Service |
| <input type="checkbox"/> GP7 – Reliability & Resiliency | <input checked="" type="checkbox"/> GP14 – Resource Planning |

SUMMARY: Tacoma Rail requests authorization to accept a grant funding award from the Federal Railroad Administration to assist with the acquisition of two zero emission locomotives and installation of the associated on-site charging infrastructure.

BACKGROUND: Rail submitted an application in response to a competitive call for projects by the Federal Railroad Association's FY-2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program.

The application proposed to replace two existing unregulated diesel-electric locomotives with two zero emission battery-electric locomotives including the associated charging infrastructure. Upon completion, the project will improve air quality by eliminating emissions associated with the annual consumption of approximately 65,000 gallons of diesel fuel from our operational activities.

ARE THE EXPENDITURES AND REVENUES PLANNED AND BUDGETED? Yes

IF THE EXPENSE IS NOT BUDGETED, PLEASE EXPLAIN HOW IT IS TO BE COVERED.

The project will likely extend into future biennial budget cycles and will be carried forward as necessary.

IF THE ACTION REQUESTED IS APPROVAL OF A CONTRACT, INCLUDE LANGUAGE IN RESOLUTION AUTHORIZING \$200,000 INCREASE IN ADMINISTRATIVE AUTHORITY TO DIRECTOR? No

ATTACHMENTS: Email notice of award dated October 5, 2023, and an excerpt (page 22) of the Federal Railroad Administration's published CRISI awards for Fiscal Year 2022.

CONTACT:

Primary Contact: Alan Matheson, Assistant Superintendent, 253-502-8934



TO: Elizabeth Pauli, City Manager
FROM: Jackie Flowers, Director of Utilities
 Dale W. King, Tacoma Rail Superintendent
COPY: City Council and City Clerk
SUBJECT: Resolution – Approve CRISI Grant Funding Award for Zero Emission Locomotive Project
DATE: January 23, 2024

SUMMARY AND PURPOSE:

Tacoma Rail requests authorization to accept a grant funding award from the Federal Railroad Administration, to assist with the acquisition of two zero emission locomotives and installation of the associated charging infrastructure.

BACKGROUND: TPU-Rail submitted an application in response to a competitive call for projects by the Federal Railroad Association’s FY-2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program.

The application proposed to replace two existing unregulated diesel-electric locomotives with two zero emission battery-electric locomotives including the associated charging infrastructure. Upon completion, the project will improve air quality by eliminating emissions associated with the annual consumption of approximately 65,000 gallons of diesel fuel from our operational activities.

COMMUNITY ENGAGEMENT/ CUSTOMER RESEARCH:

The project will improve air quality by reducing diesel exhaust emissions in the Port area as well as for residents in identified environmental health disparities areas.

ALTERNATIVES:

Presumably, your recommendation is not the only potential course of action; please discuss other alternatives or actions that City Council or staff could take. Please use table below.

Alternative(s)	Positive Impact(s)	Negative Impact(s)
1. Reject the project funding opportunity and cancel the project.	None associated with this alternative.	Project is cost prohibitive without grant funding assistance.
2. Proceed with project at a later date without benefit of grant funding assistance.	None associated with this alternative.	Significantly delays other Capital Outlay projects which are currently planned.



EVALUATION AND FOLLOW UP:

Timely progression of project milestones is anticipated, progress reporting will occur as required.

STAFF/SPONSOR RECOMMENDATION:

Tacoma Rail recommends that City Council authorize acceptance of the Federal Railroad Administration grant award.

FISCAL IMPACT:

Please provide a short summary of the fiscal impacts associated with the grant, agreement, policy action, or other action.

Fund Number & Name	COST OBJECT (CC/WBS/ORDER)	Cost Element	Total Amount
1. Fund 4500, TPU Rail	WBS-00126		\$4,095,000
2.			
TOTAL			

What Funding is being used to support the expense?

PROJECT IS BUDGETED IN TPU-RAIL'S 2023/24 CAPITAL OUTLAY PROJECTS.

Are the expenditures and revenues planned and budgeted in this biennium's current budget?

YES

Are there financial costs or other impacts of not implementing the legislation?

YES

Will the legislation have an ongoing/recurring fiscal impact?

YES

TPU-RAIL WILL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING THE LOCOMOTIVES ONCE THEY ARE RECEIVED.

Will the legislation change the City's FTE/personnel counts?

No

ATTACHMENTS:

Matheson, Alan

From: Lynne Marie Whately <LMWhately@transystems.com>
Sent: Thursday, October 5, 2023 5:49 PM
To: McCabe, Daniel
Cc: Choquette, Melanie (FRA); Maldonado, Leonardo (FRA); Ortiz, Jose (Volpe); FRA West File; Andressa Carmo; Perez-Arrieta, Stephanie (FRA)
Subject: FRA FY22 CRISI Grant Program – Tacoma Rail



U.S. Department of Transportation
Federal Railroad Administration

Dear Mr. McCabe,

Congratulations on your award of funding under the Federal Railroad Administration (FRA) Fiscal Year 2022 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program (Program).

On November 15, 2021, the United States Congress passed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), codified as 49 U.S.C. 22907, authorizing the Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program. Division J of IIJA appropriates funding to the U.S. Department of Transportation (DOT), including the Federal Railroad Administration (FRA), which is responsible for overseeing the CRISI Program.

\$4,095,000 to the Tacoma Rail for the Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project

The CRISI Program provides a Federal funding opportunity to modernize America's freight and passenger rail infrastructure, allowing people and goods to move more safely and efficiently and helping make goods more affordable for American families. Discretionary grant awards funded through the CRISI program will advance DOT strategic goals of infrastructure safety, efficiency, economic vitality, equity, and resiliency.

In preparation for development of your project for a grant with the FRA, please review the previously provided guidance for the CRISI Program, including project eligibility, environmental review requirements and overall grant administration procedures available on the FRA website at the links below:

- [Press Release: Biden-Harris Administration Announces \\$1.4 Billion in Infrastructure Funding for 70 Projects That Will Improve Rail Safety, Strengthen Supply Chains, and Add Passenger Rail Service](#)
- [Consolidated Rail Infrastructure and Safety Improvements \(CRISI\) Program](#)
- [Grant Administration Overview](#)
- [From Selection to Award – The Post-Selection Process for FRA Grants Webinar](#)
- [Environmental Review Requirements](#)
- [The National Environmental Policy Act \(NEPA\) Process for Federal Grant Applicants Webinar](#)

Melanie Choquette is the FRA Project Manager assigned to your project and may be reached at melanie.choquette@dot.gov or **720-926-1010**. My name is **Lynne Marie Whately**, and I will be supporting the FRA Project Manager as a consultant to develop your project for a grant award from FRA and support you through project development, delivery, and grant administration. You can locate my contact information below. We will be reaching out in the next few weeks to schedule a formal kick-off meeting with you and your project team to initiate the grant development process.

Additionally, please begin documenting any updates of the current project scope, budget, and schedule compared to what was outlined in your submitted application. Please reply indicating any variations from the CRISI Program application regarding the project scope, schedule, or budget, no later than 5 business days prior to the kick-off meeting. If available, please include any supporting materials such as a project map, design or environmental review documents that may not have been included with the application.

We look forward to hearing from you soon!

Sincerely,

Lynne Marie Whately
Lmwhately@transystems.com
321-239-3174

Lynne Marie Whately

Vice President

c: 321-239-3174 | o: 510-835-2761

TranSystems

2000 Center St, Ste 303 | Berkeley, CA 94704

www.transystems.com



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Virginia – Franconia-Springfield Bypass Project (Up to \$100,000,000)

Virginia Passenger Rail Authority

The proposed project involves final design and construction activities for a new flyover rail bridge on the RF&P corridor, as CSX mainline running from Washington, DC to Richmond, VA, and a critical East Coast rail connection that connects the Northeast Corridor with the southeast USA. The existing volume on the corridor, approximately 50-70 trains per day, consistently leads to train interference. The project aligns with the selection criteria by improving system and service performance and improving integration with other modes as it will allow intercity and commuter passenger trains (Amtrak and Virginia Railway Express) to fluidly cross over two CSX Transportation's mainline freight rail tracks and avoid at-grade conflicts and delays, resulting in the improved reliability and efficiency of rail services. The Virginia Passenger Rail Authority and Amtrak will provide a 50 percent non-Federal match.

Washington – Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project (Up to \$4,095,000)

Tacoma Rail

The proposed project involves final design and construction activities to replace two (2) highly polluting, diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives, in addition to the installation of corresponding onsite charging infrastructure. The project aligns with the selection criteria by improving system and service performance and resilience as it will advance freight rail electrification technology in the region, as well as reduce toxic diesel emissions and greenhouse gases, which contributes to local and regional climate action goals. Tacoma Rail is providing a 34 percent non-Federal match. Other Federal funds consist of \$3,645,000 from the Federal Highway Administration.

Washington – Washington State Rural Rail Rehabilitation Phase II Project (Up to \$72,800,000)

Washington State Department of Transportation (WSDOT)

The proposed project involves final design and construction activities for a variety of track-related improvements, upgrades to certain grade crossings, and other related infrastructure enhancements on the Palouse River & Coulee City Railroad (PCC). The project is part of a multi-phase effort to improve the PCC, which serves a critical part of the wheat supply chain in eastern Washington and aligns with the selection criteria by improving ability to meet existing and anticipate demand as it will allow the system to handle modern 286,000-pound railcars, increase speeds, and make the system more resilient to climate change-related events, such as mitigate the effects of severe storm events resulting in washouts. A combination of funding from WSDOT, Washington Eastern Railroad, and 12 other private partners will provide a 35 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.