



# Memo

Date: May 2, 2023

To: Adriana Antelo  
ODOT Region 1 STIP Coordinator  
123 NW Flanders St  
Portland, OR 97201

From: Ken Lobeck, Funding Programs Lead, 971-985-6156 (cell)

Subject: FFY 2023 Administrative Modification – May 2023 Admin Mod #1  
AM23-14-MAY1 Approval Request to the 2021-24 MTIP

Dear Adriana:

In accordance with 23 CFR 450.328, Metro is submitting a Metro approved administrative modification bundle for ODOT review and approval for STIP inclusion. The May #1 Administrative Modification is under Metro amendment number AM23-14-MAY1 and contains three projects.

Key	Lead Agency	Name	Change
16986	Gresham	NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave	<b>FUND PHASE SHIFT</b> Cancel UR phase and re-allocate the \$100k among PE, ROW, and the Construction phase.
22529	Multnomah County	Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave	<b>ADD &amp; SWAP FUNDS:</b> Add new Consolidated Appropriations Act 2023 earmark of \$2 million plus match to the PE phase.
23999	TriMet	TriMet Beaverton Transit Center Renovation (2022 5339b)	<b>ADJUST PHASE OBLIGATION YEARS</b> Re-set all phase programming years to be FFY 2023

Added notes:

1. The Project Manager for Key 22529 concurred on the programming approach for the CAA 2023 earmark. Overall, the PE phase total programmed amount remains unchanged.
2. The description tweak for Key 22592 is a technical update due to space limitations in the MTIP to include the earmark tag identification. The STIP includes the tag in the comments section. No change to the STIP description is necessary as a result of the MTIP adjustment.
3. Metro, on behalf of TriMet has requested the programming deviation from FTA for the Beaverton Transit Center to reflect all phases programmed in FFY 2023. FTA is reviewing the request. Until a formal decision is reached, ODOT may need to hold the submitted admin mod in abeyance until FTA provides the final programming guidance.
4. Per prior agreement with the State STIP Manager, the TriMet STIF funds are being programmed as State funds based on their original allocation as “state funds” and not local funds.

I certify Metro has completed all required review and approval steps as the MPO and IAW with 23 CFR 450.328 for the 2021-24 MTIP for this administrative modification bundle. Please direct any comments or questions concerning this amendment to Ken Lobeck, Funding Programs Lead at [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov).

Thank you for your time to review the May #1 Administrative Modification.

*Kenneth F Lobeck*

Kenneth F. Lobeck  
Funding Programs Lead  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-14-MAY1 May #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>16986</b>	MTIP ID	<b>70542</b>
Name:	<b>NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave</b>		
Lead Agency:	Gresham		
Changes:	Cancel UR/Other phase. Redistribute \$50k to PE, \$15k to ROW, and \$35k to Construction. No change in scope or cost. UR deemed not required.		
Notes:	Per PCR #2 update		
AM Eligible:	Fund shifts among the projects phases are allowable as administrative modifications assuming no scope change or significant cost change is also occurring.		



**Metro**  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

**Administrative Modification  
FUND PHASE SHIFT**  
Cancel UR phase & redistribute  
among PE, ROW, & Cons

<b>Lead Agency:</b> Gresham		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>16986</b>
<b>Project Name:</b> <b>NW Division Complete St Phase I: Wallula Ave – Birdsdale Ave</b>	<b>1</b>	Fiscal Type:	Capital	<b>MTIP ID:</b>	<b>70542</b>
		ODOT Type	Bike/Ped	<b>Status:</b>	<b>5</b>
<b>Project Status:</b> 5 = (RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	<b>Comp Date</b>	<b>6/30/2028</b>
		Conformity Exempt:	Exempt	RTP ID:	10433
		Performance Meas:	Safety	RTP Approval:	12/6/2018
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	<b>2012</b>	Past Amend:	<b>10</b>
		Years Active:	<b>12</b>	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-14-MAY1</b>
<b>Detailed Description:</b> In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800' of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail					

**STIP Description:** Extend NW Division St between NW Wallula Ave and NW Birdsedale Ave with active transportation improvements to include sidewalks, curb ramps and bike lanes. These improvements will increase safety and accessibility, and fill significant gaps in the active transportation network along NW Division St.

LAST Amendment or Admin Mod: Administrative -June 2022 - AM22-21-JUN1 - PHASE SLIP: The administrative modification updates the PE and ROW phases for actual obligations and slips the Other/UR phase to FFY 2023.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
TCSP	L68E	2012		\$ 179,460				\$ 179,460
<del>CMAQ</del>	<del>Z400</del>	<del>2012</del>		<del>\$ 712,537</del>				\$ -
CMAQ	Z400	2012		\$ 757,402				\$ 757,402
<del>CMAQ</del>	<del>Z40E</del>	<del>2022</del>			<del>\$ 727,587</del>			\$ -
CMAQ	Z40E	2022			\$ 741,047			\$ 741,047
<del>CMAQ</del>	<del>Z400</del>	<del>2023</del>				<del>\$ 89,730</del>		\$ -
<del>CMAQ</del>	<del>Z400</del>	<del>2024</del>					<del>\$ 3,710,906</del>	\$ -
CMAQ	Z400	2024					\$ 3,742,312	\$ 3,742,312
							<b>Federal Totals:</b>	<b>\$ 5,420,221</b>
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local (TCSP)	Match	2012		\$ 20,540				\$ 20,540
<del>Local (CMAQ)</del>	<del>Match</del>	<del>2012</del>		<del>\$ 81,553</del>				\$ -
Local (CMAQ)	Match	2012		\$ 86,688				\$ 86,688
Other	OTH0	2012		\$ 100,000				\$ 100,000
<del>Local (CMAQ)</del>	<del>Match</del>	<del>2022</del>			<del>\$ 83,276</del>			\$ -
Local (CMAQ)	Match	2022			\$ 84,816			\$ 84,816
<del>Local (CMAQ)</del>	<del>Match</del>	<del>2023</del>			-	<del>\$ 10,270</del>		\$ -
<del>Local (CMAQ)</del>	<del>Match</del>	<del>2024</del>					<del>\$ 424,730</del>	\$ -
Local (CMAQ)	Match	2024					\$ 428,324	\$ 428,324
Other	OTH0	2024					\$ 331,034	\$ 331,034
							<b>Local Total</b>	<b>\$ 1,051,402</b>
Phase Totals Before Amend:			\$ -	<del>\$ 1,094,090</del>	<del>\$ 810,863</del>	<del>\$ 100,000</del>	<del>\$ 4,466,670</del>	\$ 6,471,623
Phase Totals After Amend:			\$ -	\$ 1,144,090	\$ 825,863	\$ -	\$ 4,501,670	\$ 6,471,623
							Year Of Expenditure (YOE):	\$ 6,471,623

**Amendment Actions:**

Delete UR phase and shift \$50k to PE, \$15k to ROW, and \$35k to Construction. Programming years remain unchanged. UR phase deemed not required for the project.

**Programming Adjustments Summary Details**

Is the project short programmed: The project is not short programmed.

Phase Change Amounts:	\$ -	\$ 50,000	\$ 15,000	\$ (100,000)	\$ 35,000	\$ -
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:	\$ -	\$ 107,228	\$ 84,816	\$ -	\$ 428,324	\$ 620,368
Revised Match Percent:	N/A	10.27%	10.27%	N/A	10.27%	10.27%

Notes: TCSP and CMAQ match requirements are 10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:		\$ 1,094,090	\$ 810,863			
Federal Funds Obligated:		\$ 891,997	\$ 741,047			Notes
Initial Obligation Date:		1/29/2013	2/14/2022			A portion of the original obligated, but unexpended TCSP expired and were removed per FHWA direction
EA Number:		PE002199	R9820000			
EA Start Date:		1/29/2013	2/14/2022			
EA End Date:		6/30/2024	6/30/2025			
Known Expenditures:		\$ 530,698	\$ 118,159			

**Amendment Consistency Check Glossary Summary Details**

Capacity Enhancing Project:	No. The project is not capacity enhancing
Modeled Project:	No. The project is not modeled, nor does it require transportation demand modeling analysis.
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis: Yes
Exemption Reference:	40 CFR 93.126, Table 2, and/or 40 CFR 93.126 Table 3: 40 CFR 93.126, Table 2 - Other
Exemption Category:	Bicycle and pedestrian facilities.
Administrative Mod Summary:	The admin mod cancels the Other/UR phase for the project and redistributes the \$100k among the PE, ROW, and Construction phases. There is no scope or cost change that results.
Special Approval Conditions:	LAL concurrence to cancel UR phase
Submitted Materials:	Approved PCR
Amendment Matrix Reference:	Fund Swaps within constrained years where no cost or scope change occurs can be completed as an admin mod.
Special Considerations:	None currently.

Constrained RTP ID and Name:	RTP ID: 10433 - Division - Kelly to Burnside: Boulevard Improvements
RTP Description:	Complete boulevard design improvements
Additional comments:	

### Project Budget Table

Actual expenditures should be entered in first column if available. The need column (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Desired Total' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments:					
Expended	Phase	FFY*	Current STIP Total	Desired Total	Need ( Difference +/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)	2013	\$1,094,090.00	\$1,144,090.00	(\$50,000.00)
	Right-of-Way (RW)	2022	\$810,863.00	\$825,863.00	(\$15,000.00)
	Utility Relocation (UR)	2023	\$100,000.00	\$0.00	\$100,000.00
	Construction (CN)	2023	\$4,466,670.00	\$4,501,670.00	(\$35,000.00)
	Other (OT)				\$0.00

\*Federal Fiscal Year (FFY) is from Oct. 1 to Sept. 30 of each year. From Oct. 1 forward, the FFY is the following calendar year.

### Additional Information:

The chart formulas are reversing the Need (Difference +/-) entries. UR phase will be closed and its \$100,000 of funds will be transferred as follows: \$50,000 to PE, \$15,000 to ROW, and \$35,000 to CN.

ATTACHMENTS  
 Map

## 2022-2024 Regional Flexible Funds Allocation Resolution No: 20-5063

<u>Step 1: Regional Bond Commitments and Region-wide Program Investments</u>	
Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (in lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
<b>Total:</b>	<b>\$98,897,758</b>

<u>Step 2: Community Investment Fund</u>			
Active Transportation and Complete Streets			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
<b>Total:</b>			<b>\$34,963,799</b>

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-14-MAY1 May #1 Administrative Modification Bundle 1**

<b>Key Number</b>	<b>22592</b>	MTIP ID	<b>71270</b>
Name:	<b>Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave</b>		
Lead Agency:	Multnomah County		
Changes:	Add CAA 2023 earmark to the project		
Notes:	Confirmed and verified earmark		
AM Eligible:	Fund swaps within the same constrained year without triggering a cost increase or scope change can occur as an admin mod.		



**Metro**  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET

**Administrative Modification  
ADD & SWAP FUNDS**  
Add the CAA2023 CDS earmark to  
the PE phase

<b>Lead Agency:</b> Multnomah County		Project Type:	Local Rd	<b>ODOT Key:</b>	<b>22592</b>
<b>Project Name:</b> <b>Earthquake Ready Burnside Bridge: NE/SE Grand Ave – NW/SW 3rd Ave</b>	<b>2</b>	Fiscal Type:	Capital	<b>MTIP ID:</b>	<b>71270</b>
		ODOT Type:	Bridge	<b>Status:</b>	<b>3</b>
		Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2027</b>
<b>Project Status:</b> 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Conformity Exempt:	Exempt	RTP ID:	11129
		Performance Meas:	Safety	RTP Approval:	12/6/2018
		On State Hwy Sys:	No	RFFA ID:	N/A
<b>Short Description:</b> <del>Replace &amp; construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street &amp; intersection upgrades within the project limits for increased public safety</del> Replace & construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades for increased public safety (CAA23 DEMO ID OR213)		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2022	Past Amend:	4
		Years Active:	2	OTC Approval:	No
		Flex Transfer:	No	Flex Code:	N/A
		STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-14-MAY1</b>



**Detailed Description:** Replace and reconstruct existing Burnside Bridge to the best seismic resiliency standards plus various required street improvements for public safety which may result in decreasing through-lane capacity from 5 to 4 lanes. **(2022 RAISE Grant + CAA23 DEMO ID OR213 Earmark)**

**STIP Description:** Design plans to replace and construct a new Burnside Bridge to seismic standards covering the limits of NE/SE Grand Ave to NW/SW 3rd Ave and from the I-84/I-5 split south to SE Ash St with street & intersection upgrades within the project limits for increased public safety.

LAST Amendment or Admin Mod: Administrative - January 2023 - AM23-07-JAN1 - Slip PE phase with \$117,050,000 of local overmatch and \$5,000,000 RAISE grant from FFY 2022 to FFY 2023.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
RAISE		2023		\$ 5,000,000				\$ 5,000,000
<b>HIPCC23</b>	<b>Y926</b>	<b>2023</b>		<b>\$ 2,000,000</b>				<b>\$ 2,000,000</b>
								\$ -
								\$ -

Note: RAISE = Rebuilding America Infrastructure with Sustainability and Equity  
 HIPCC23 = The programmatic fund type code for the Consolidated Appropriations Act 2023 Congressional Directed Spending earmark

	<b>Federal Totals:</b>	<b>\$ 7,000,000</b>
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<b>State Funds</b>			Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>

<b>Local Funds</b>			Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Local (RAISE)	Match	2023		\$ 1,250,000				\$ 1,250,000
<b>Local (CAA)</b>	<b>Match</b>	<b>2023</b>		<b>\$ 228,909</b>				<b>\$ 228,909</b>
<del>Other</del>	<del>OTH0</del>	<del>2023</del>		<del>\$ 117,050,000</del>				\$ -
<b>Other</b>	<b>OTH0</b>	<b>2023</b>		<b>\$ 114,821,091</b>				<b>\$ 114,821,091</b>
							<b>Local Total</b>	<b>\$ -</b>

Phase Totals Before Amend:	\$ -	\$ 123,300,000	\$ -	\$ -	\$ -	\$ -	\$ 123,300,000
Phase Totals After Amend:	\$ -	\$ 123,300,000	\$ -	\$ -	\$ -	\$ -	\$ 123,300,000
Year Of Expenditure (YOE):							\$ 123,300,000

**Programming Adjustments Summary Details**

Is the project short programmed:

Phase Change Amounts:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Change Percentages:	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Revised Match Federal:	\$ -	\$ 1,478,909	\$ -	\$ -	\$ -	\$ 1,478,909
Revised Match Percent:	N/A	20% and 10.27%	N/A	N/A	N/A	20% and 10.27%

Notes: RAISE grant match % = 20%. CAA23 Earmark = 10.27%

**Phase Obligations and Expenditures Summary**

Item	Planning (PD)	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						Notes
Initial Obligation Date:						
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**Amendment Consistency Check Glossary Summary Details**

Capacity Enhancing Project:	No. The project is not capacity enhancing, but will end up being capacity decreasing
Modeled Project:	No, at this time as only PE is programmed. However as part of the 2023 RTP Update, the revised project through lanes and configuration will be modeled as part of the Motor Vehicle network update.
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis: Yes, at this time since on PE is programmed.
Exemption Reference:	40 CFR 93.126, Table 2, and/or 40 CFR 93.126 Table 3: 40 CFR 93.126, Table 2 - Other
Exemption Category:	Other - Planning and other technical studies.
Administrative Mod Summary:	The admin mod adds the new Consolidated Appropriations Act 2023, Congressional Directed spending project award to the EQRB PE phase. Federal share is set at 89.73% based on the public lands sliding scale logic.
Special Approval Conditions:	Congressional approved earmark per USDOT March 21, 2023 memo
Submitted Materials:	MTIP Worksheet and the USDOT March 21, 2023 Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 memo
Amendment Matrix Reference:	Fund Swaps within constrained years where no cost or scope change occurs can be completed as an admin mod.
Special Considerations:	Verification of the Congressional Earmark for the project
Constrained RTP ID and Name:	ID# 11129 - Earthquake Ready Burnside Bridge Phase 1

RTP Description: ERBB NEPA Phase. Earthquake ready burnside will increase safety of people and structures during and after an earthquake. Project will also use proven safety countermeasures to ensure safety of users.

Additional comments: Updates will be required to the 2024-27 MTIP as part of the Transition Amendment



# Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply  
Refer to: HISM-40

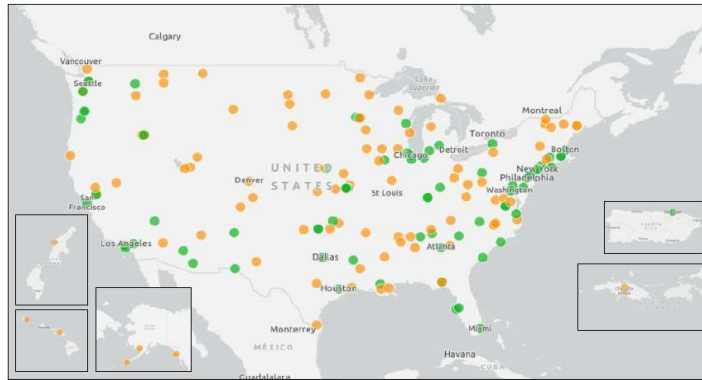
From: Peter J. Stephanos /s/  
Director, Office of Stewardship, Oversight, and Management

To: Brian R. Bezio  
Chief Financial Officer  
  
Division Administrator

OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000	962,000	962,000
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000	3,000,000	3,000,000
		<i>Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project</i>				
OR	OR206	<i>*See Note 1</i>	940,000	940,000	0	0
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000	1,500,000	1,500,000
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000	1,500,000	1,500,000
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000	3,000,000	3,000,000
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000	1,000,000	1,000,000
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000	2,332,000	2,332,000
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686	3,178,686	3,178,686
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000	2,000,000	2,000,000
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000	1,360,000	1,360,000
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000	4,000,000	4,000,000



# RAISE 2022 FACT SHEETS



## EARTHQUAKE READY BURNSIDE BRIDGE

RAISE AWARD AMOUNT: \$5,000,000  
APPLICANT: COUNTY OF MULTNOMAH  
STATE: OREGON  
URBAN

**Project Description:** This planning project will replace the existing 96 year-old Burnside Bridge with a new seismically resilient bridge, including wider, safer bike and pedestrian facilities separated from vehicular traffic, and upgraded ADA compliant sidewalk routes to light rail transit.

**Project Benefits:** The project will provide a lifeline route in the event of an earthquake, as well as improve safety by implementing safer bike and pedestrian facilities. The project will improve the condition of at-risk infrastructure, while providing affordable and accessible transportation choices for an underserved community.

**Federal Fiscal Year 2023 (October 2022 through September 2023)  
Metro AM23-14-MAY1 May #1 Administrative Modification Bundle #1**

<b>Key Number</b>	<b>23399</b>	<b>MTIP ID</b>	<b>71332</b>
<b>Name:</b>	<b>TriMet Beaverton Transit Center Renovation (2022 5339b)</b>		
<b>Lead Agency:</b>	TriMet		
<b>Changes:</b>	The admin mod will adjust the project's phase programming year to all be FFY 2023. This will enable TriMet to complete their TrAMS grant application and approval as a single submission. The adjustment enables the phase obligation to match-up better to the FTA TrAMS process.		
<b>Notes:</b>	Capital improvement phase programming remains with estimated required funding.		
<b>AM Eligible:</b>	No new funds are being added to the project and the funding has completed a proof-of-funding validation in support of fiscal constraint demonstration. Metro can waive the formal amendment requirement as no new funds are being added to the project.		



**Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT ADMINISTRATIVE MODIFICATION DETAIL WORKSHEET**

**Administrative Modification  
ADJUST PHASE  
OBLIGATION YEARS  
set programmed years to be 2023**

<b>Lead Agency:</b>	TriMet		Project Type:	Transit	<b>ODOT Key:</b>	<b>23399</b>
<b>Project Name:</b>	<b>TriMet Beaverton Transit Center Renovation (2022 5339b)</b>	<b>3</b>	Fiscal Type:	Capital	<b>MTIP ID:</b>	<b>71332</b>
<b>Project Status:</b>	<b>3 = (PE) Preliminary Engineering (NEPA) activities initiated</b>		ODOT Type:	TR-CAP	<b>Status:</b>	<b>3</b>
<b>Short Description:</b>	Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operations		Capacity Enhancing:	No	<b>Comp Date</b>	<b>12/31/2027</b>
			Conformity Exempt:	Exempt	RTP ID:	11338
			Performance Meas:	Transit	RTP Approval:	12/6/2018
			On State Hwy Sys:	No	RFFA ID:	N/A
			Mile Post Begin:	N/A	RFFA Cycle:	N/A
			Mile Post End:	N/A	UPWP:	No
			Length:	N/A	UPWP Cycle:	N/A
			1st Year Program'd:	2023	Past Amend:	0
			Years Active:	1	OTC Approval:	No
			Flex Transfer:	No	Flex Code:	N/A
			STIP Amend#:	TBD	MTIP Amend#:	<b>AM23-14-MAY1</b>
<b>Detailed Description:</b> In Beaverton at the TriMet Beaverton Transit Center, relocate, reconfigure and expand the pick-up and bus layover area to increase safety, support planned service upgrades and provide space for sixty-foot, articulated, battery electric buses and remodel and expand the Operator Layover Facility to accommodate 9 additional operators and update worn spaces and fixtures (2022 IJA 5339(b) Bus & Bus Facilities FTA Award)						

**STIP Description:** Reconfigure, update, and renovate depreciated and undersized bus layover facilities at TriMet’s Beaverton Transit Center to provide a safer pedestrian environment, improved layover pull-in/ pull-out procedures, and added space for service operation.

LAST Amendment or Admin Mod: None. This is the first amendment to the project since initial programming actions in November of 2022.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
<del>5339(b)</del>	<del>BBFO</del>	<del>2023</del>		<del>\$ 677,112</del>				\$ -
5339(b)	BBFO	2023		\$ 447,229				\$ 447,229
<del>5339(b)</del>	<del>BBFO</del>	<del>2025</del>			<del>\$ 12,972</del>			\$ -
5339(b)	BBFO	2023			\$ 2,007,267			\$ 2,007,267
<del>5339(b)</del>	<del>BBFO</del>	<del>2025</del>				<del>\$ 4,620,499</del>		\$ -
5339(b)	BBFO	2023				\$ 2,720,836		\$ 2,720,836
<del>5339(b)</del>	<del>BBFO</del>	<del>2025</del>					<del>\$ 256,000</del>	\$ -
5339(b)	BBFO	2023					\$ 391,251	\$ 391,251
							<b>Federal Totals:</b>	<b>\$ 5,566,583</b>
Note:								
<b>State Funds</b>								
<del>State STIF (TriMet)</del>	<del>OTH0</del>	<del>2023</del>		<del>\$ 169,278</del>				\$ -
State STIF (TriMet)	OTH0	2023		\$ 111,807				\$ 111,807
<del>State STIF (TriMet)</del>	<del>OTH0</del>	<del>2025</del>			<del>\$ 3,243</del>			\$ -
State STIF (TriMet)	OTH0	2023			\$ 501,817			\$ 501,817
<del>State STIF (TriMet)</del>	<del>OTH0</del>	<del>2025</del>				<del>\$ 1,155,125</del>		\$ -
State STIF (TriMet)	OTH0	2023				\$ 680,209		\$ 680,209
<del>State STIF (TriMet)</del>	<del>OTH0</del>	<del>2025</del>					<del>\$ 64,000</del>	\$ -
State STIF (TriMet)	OTH0	2023					\$ 97,813	\$ 97,813
							<b>State Total:</b>	<b>\$ 1,391,646</b>

Local Funds								
							\$	-
							\$	-
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:	\$ -	\$ <del>846,390</del>	\$ <del>16,215</del>	\$ <del>5,775,624</del>	\$ <del>320,000</del>		\$	6,958,229
Phase Totals After Amend:	\$ -	\$ <b>559,036</b>	\$ <b>2,509,084</b>	\$ <b>3,401,045</b>	\$ <b>489,064</b>		\$	6,958,229
							Year Of Expenditure (YOE):	\$ 6,958,229

**Programming Adjustments Summary Details**

Is the project short programmed: No. The project is not short programmed.

Phase Change Amounts:	\$ -	\$ (287,354)	\$ 2,492,869	\$ (2,374,579)	\$ 169,064	\$ -
Phase Change Percentages:	0.00%	-33.95%	15373.85%	-41.11%	52.83%	0.00%
Revised Match Federal:	\$ -	\$ 111,807	\$ 501,817	\$ 680,209	\$ 97,813	\$ 1,391,646
Revised Match Percent:	N/A	20.00%	20.00%	20.00%	20.00%	20.00%

**Phase Obligations and Expenditures Summary**

Item	Planning (PD)	PE	ROW	Construction	Other	Federal Aid ID
Total Funds Obligated:						
Federal Funds Obligated:						Notes
Initial Obligation Date:						
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

**Amendment Consistency Check Glossary Summary Details**

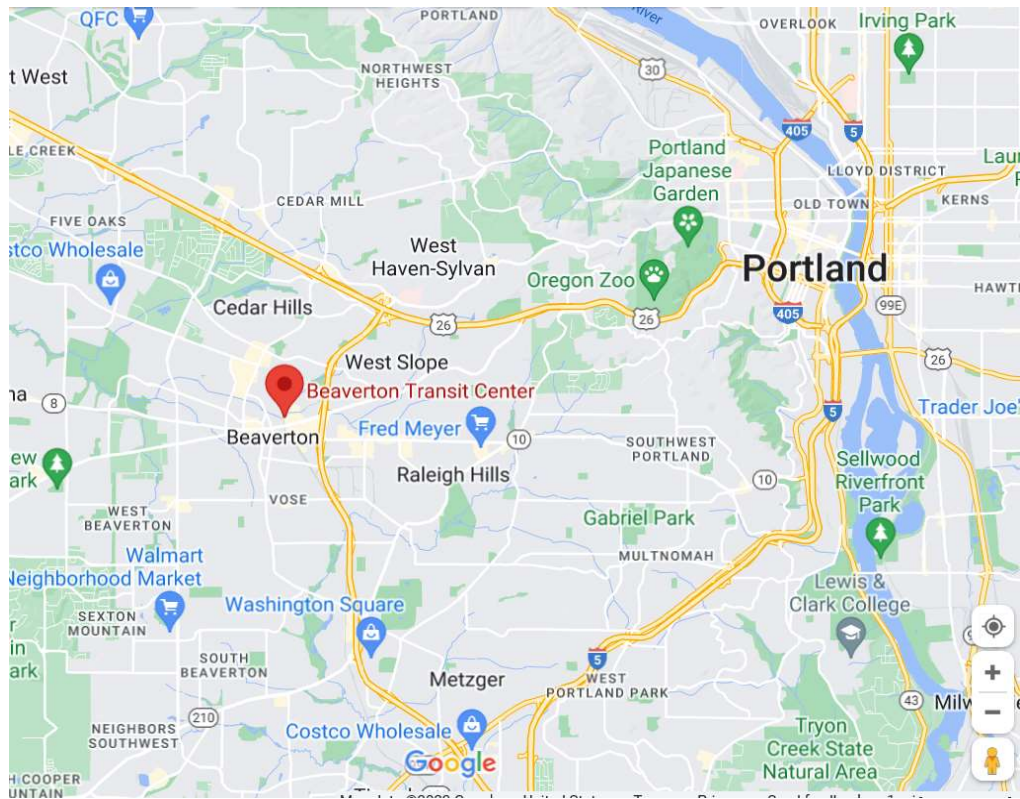
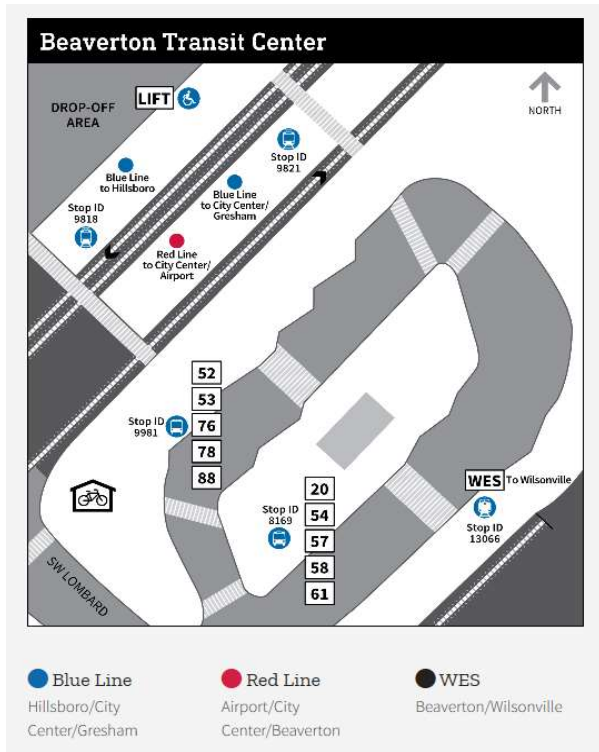
Capacity Enhancing Project:	No. The project is not capacity enhancing
Modeled Project:	No. The project is not modeled, nor does it require transportation demand modeling analysis.
Exemption Status:	The project is exempt from transportation demand management and air quality modeling analysis: Yes
Exemption Reference:	40 CFR 93.126, Table 2, and/or 40 CFR 93.126 Table 3: 40 CFR 93.126, Table 2 - Mass Transit
Exemption Category:	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

Administrative Mod Summary:	The administrative modification advances ROW, Cons and Other phase funding to FFY 2023 to allow TriMet the ability to seek their TrAMS grant approval and obligate the full 5339(b) funding award.
Special Approval Conditions:	Prior formal amendment to add the project validated proof-of funding and fiscal constraint requirement. As such, Metro is waiving the advancement of the funds from FFY 2025 to FFY 2023 as a formal amendment.
Submitted Materials:	Discussions with TriMet and identification of the TrAMS grant process conflict
Amendment Matrix Reference:	Advancing fund from non-constrained years to a constrained year normally requires a formal amendment. The project completed a formal amendment which included a proof-of-funding verification and fiscal constraint demonstration. This was completed successfully. Since the FTA TrAMS process normally obligates the entire grant award and not by individual phase, Metro is waiving the formal amendment requirement in support of the needed changes for the TrAMS grant approval.
Special Considerations:	Waiver of the formal amendment requirement when moving funds from non-constrained years to a constrained year.
Constrained RTP ID and Name:	ID# 11338 - Operating Capital: Equipment and Facilities Phase 2
RTP Description:	Equipment and facilities to support system replacement, refurbishment, and growth.
Additional comments:	Pre-review and concurrence with FTA requested prior to amendment submission

Current MTIP Programming

LEAD AGENCY		TriMet				
PROJECT NAME		TriMet Beaverton Transit Center Renovation (2022 5339b)				
Project IDs		Project Description				Project Type
ODOT KEY	23399	Reconfigure update and renovate depreciated and undersized bus layover facilities at TriMet's Beaverton Transit Center to provide a safer pedestrian environment improved layover pull-in/pull-out procedures and added space for service operations				Transit
MTIP ID	71332					
RTP ID	11338					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2023	Local STIF-TriMet	\$0	\$0	\$169,278	\$169,278
Preliminary engineering	2023	5339(b) Bus & Bus Facilities	\$677,112	\$0	\$0	\$677,112
Purchase right of way	2025	Local STIF-TriMet	\$0	\$0	\$3,243	\$3,243
Purchase right of way	2025	5339(b) Bus & Bus Facilities	\$12,972	\$0	\$0	\$12,972
Other	2025	5339(b) Bus & Bus Facilities	\$256,000	\$0	\$0	\$256,000
Other	2025	Local STIF-TriMet	\$0	\$0	\$64,000	\$64,000
Construction	2025	Local STIF-TriMet	\$0	\$0	\$1,155,125	\$1,155,125
Construction	2025	5339(b) Bus & Bus Facilities	\$4,620,499	\$0	\$0	\$4,620,499
FY 21-26 Totals			\$5,566,583	\$0	\$1,391,646	\$6,958,229
Estimated Project Cost (YOES)			\$5,566,583	\$0	\$1,391,646	\$6,958,229





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**Related Links**

- [Grants for Buses and Bus Facilities Program](#)
- [Low or No Emission Vehicle](#)

## FY22 FTA Bus and Low- and No-Emission Grant Awards

FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050.

- Read the [press release](#)
- Watch a [1-minute video](#)

State	Project Sponsor	Funding	Bus/Low-No	Description
AK	Ketchikan Gateway Borough, The Bus	\$4,285,436	Low or No Emission	The Ketchikan Gateway Borough will receive funding to buy electric buses and charging equipment. The new buses will help improve service and reliability and, by improving air quality, advance environmental justice in the Ketchikan community in Southeast Alaska.
OK	City of Norman, Oklahoma	\$894,963	Low or No Emission	The City of Norman will receive funding to buy compressed natural gas buses to replace buses that have exceeded their useful life. This will improve the reliability of transit service, helping residents access jobs, schools, and essential services.
OR	Tri-County Metropolitan Transportation District of Oregon	\$5,566,583	Buses and Bus Facilities	TriMet will receive funding to renovate and expand the Beaverton Transit Center to better support bus operations and planned service upgrades for the Portland region, including space to accommodate new electric buses.