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**AGENDA**  
**Bend Metropolitan Planning Organization**  
***Technical Advisory Committee Meeting***

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**Date:** December 1, 2021

**Time:** 10:00 – 11:30 am

**Location:** Virtual meeting. Participation information is provided below:

This will be an on-line meeting. To attend using your computer or tablet, please register in advance for this meeting using the following link:

[https://bendoregon-gov.zoom.us/webinar/register/WN\\_nfHXzHatTYmV5R7i\\_MQCfA](https://bendoregon-gov.zoom.us/webinar/register/WN_nfHXzHatTYmV5R7i_MQCfA)

After registering, you will receive a confirmation email about joining the webinar.

YouTube Stream Option: posted on [www.bendmpo.org](http://www.bendmpo.org) prior to the meeting

Phone Option: 1-888-788-0099, Webinar ID: 824 8527 0611

Passcode: bmpo

You can comment while viewing on Zoom during the live meeting raising your hand, phone participant use \*9 to raise your hand.

To receive email notification for MPO meetings, sign up [here](#) and choose *Bend MPO Technical Advisory Committee* under Events.

<https://www.bendoregon.gov/services/advanced-components/subscribe-to-eneews>

**Contact:** Tyler Deke, BMPO Manager (541) 693-2113 (office), (541) 633-9298 (mobile) or [tdeke@bendoregon.gov](mailto:tdeke@bendoregon.gov)

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1. **Call Order & Introductions** ..... Tyler Deke

2. **Virtual Meeting Guidelines** ..... Jovita Anderson

***Action Item***

3. **Review and approve November 3, 2021 (Attachment A) draft meeting summary**

Recommended Language for Motion: I move approval of the November 3, 2021 meeting summary as presented.

## **Informational & Action Items**

### **4. Draft Policy Language for Unused STBG Awards ..... Andrea Napoli**

Background: In 2020, the Bend MPO developed and approved a competitive application process for the use of a portion of the annual allocation of STBG funds that the MPO receives. This agenda item (continued from Nov. 3<sup>rd</sup> TAC meeting) seeks to address development of policy on awardee use of funds and unused/renounced funds. A revised draft (based on comments from the Nov. TAC meeting) was provided to TAC members via email on 11/5/21, soliciting for further comments/edits. Those collected will be discussed.

Attachments: **Attachment B**, Memo: Draft Policy Regarding Use of Awarded and Unused Surface Transportation Block Grant (STBG) Funding Awards - (Continued from Nov. TAC Meeting)

Action Requested: Discuss TAC comments collected and come to consensus on edits to draft; provide a recommendation to the Policy Board

### **5. 2021-2022 Unified Planning Work Program Amendments**

Background: The Unified Planning Work Program (UPWP) outlines all planning activities undertaken by the BMPO each fiscal year. The 2021-2022 UPWP must be amended to include a supplemental budget previously approved by the Policy Board. Additionally, the descriptions for several work tasks need to be updated. Staff will review the updates and changes.

Attachments: None. Information will be shared during the meeting. The 2021-2022 UPWP is posted on the BMPO website:  
<https://www.bendoregon.gov/home/showpublisheddocument/49684/637553817955900000>

Action Requested: Review proposed changes and provide a recommendation to the Policy Board

### **6. Federal Infrastructure Investment & Jobs Act Overview ..... Tyler Deke**

Background: The Infrastructure Investment and Jobs Act (IIJA) into law on November 15. The surface transportation component of the IIJA combines reauthorization of the FAST Act with a one-time transportation funding package. The IIJA will significantly increase funding to Oregon over the next 5 years. Staff will provide an overview of the IIJA and its impacts to Oregon.

Attachments: IIJA summary (**Attachment C**). Additional information will be shared during the meeting.

Action Requested: Provide input on potential funding uses to Policy Board for inclusion in a letter to the Oregon Transportation Commission

**7. Member Roundtable**

Time for TAC members to provide updates on current projects and planning efforts.

**8. Public Comment..... Tyler Deke**

**9. Next TAC meeting**

The next meeting of the Bend MPO TAC is scheduled for January 5, 2021 at 10 a.m.

**10. Adjourn**

**Additional Attachments**

- Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2021 (**Attachment D**)



**Accessible Meeting Information**

This meeting event and location are accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request. Please contact Andrea Napoli at (541) 323-8545 or [anapoli@bendoregon.gov](mailto:anapoli@bendoregon.gov). Providing at least 3 days' notice prior to the event will help ensure availability.

***DRAFT***  
**BEND METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL ADVISORY COMMITTEE**  
Virtual Meeting – Summary  
**November 3, 2021**

YouTube video link: <https://youtu.be/WbsyEOjs1OM>

**1. Call to Order and Introductions**

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10:04 a.m., Wednesday, November 3, 2021, with a quorum of members present (9 of 12). Attending were:

TAC Voting Members

1. Bend Park and Recreation District (BPRD) .....	Henry Stroud
2. Bend-La Pine School District .....	Sharon Smith
3. Cascades East Transit (CET) .....	Andrea Breault
4. City of Bend .....	Robin Lewis
5. Commute Options .....	Brian Potwin
6. Deschutes County Bike/Pedestrian Advisory Committee (DBPAC) .....	Dave Thomson
7. Oregon Department of Transportation (ODOT) .....	Rick Williams
8. Oregon State University (OSU)-Cascades Campus .....	Casey Bergh
9. Citizen .....	Liza Hamada
10. Central Oregon Community College .....	vacant
11. Deschutes County: Peter Russell .....	absent
12. Citizen: Greg Bryant .....	absent

Ex Officio Members

Bend Metropolitan Planning Organization (BMPO) Manager .....	Tyler Deke
Federal Highway Administration (FHWA):	absent
Federal Transit Administration (FTA):	absent
Oregon Department of Land Conservation and Development (DLCD) .....	vacant

BMPO Staff

Andrea Napoli, Senior Planner

Visitors

Ashley Mohni, CET	Cameron Prow, TYPE-Write II (minutes consultant)
Jenny Umbarger, City of Bend	
Juan Olmeda, City of Bend	
Wendy Holzman, DBPAC	

(The 3 digits after a motion title show the number of members voting in favor/opposed/abstaining.)

**2. Virtual Meeting Guidelines**

Mr. Deke reviewed the online meeting guidelines.

**3. Public Comment**

None.

ACTION ITEMS**4. Review and Approve TAC Meeting Summary**

Data: September 1, 2021 (Agenda Attachment A)

**Motion 1** (9/0/0): Mr. Stroud moved approval of the September 1, 2021, draft meeting summary as presented. Mr. seconded the motion which passed unanimously.

INFORMATIONAL & ACTION ITEMS**5. Project Status Updates 2021 Surface Transportation Block Grant Fund Awardees**

Data: Original awards from 2020 STBG project application process (Agenda Attachment B)

Ms. Napoli reviewed the background of funds awarded through the Policy Board's STBG (Surface Transportation Block Grant) application process for 2021. The agencies receiving 2021 STBG funds provided updates:

- Bend Park & Recreation District: **Central Oregon Historic Canal Trail** (\$64,218: \$26,000 in 2021 and \$38,218 in 2022) for safety improvements at 3 crossings. Due to construction costs running 30-40% higher than expected, BPRD requested \$20,000 from the Phase 2 allocation be used for Phase 1 (Blakely Road and Brosterhous Road). Phase 1 is expected to be done by November 30, 2021. If extra funding is needed to complete construction of Phase 2 (Ferguson Road), it will come from other grant funds or BPRD's capital improvement budget.
- City of Bend and Bend-La Pine School District: **SE Brosterhous Road** pedestrian undercrossing of the BNSF (Burlington Northern Santa Fe) Railroad. Ms. Lewis reported the City renounced 2021 funds of \$158,718 and 2022 funds of \$142,532 in October 2021 due to savings from the Murphy Road project. Construction schedule: November 2021-January 2022. The City is coordinating with the school district on design of three GO (General Obligation) bond projects: **NE Neff Road to NE 12<sup>th</sup> Street** (2022), **SW Larkwood Drive** (2023), and **NE 8<sup>th</sup> Street** (2024).
- City of Bend: **Relaunch Bikeshare in Bend** (\$33,750). Mr. Bergh stated Parking Services Division Manager Toby Marx was looking for a new technology partner to help Bend relaunch its bikeshare program in spring 2022. The technology partner Mr. Marx has been working with cannot provide upgraded controllers for the 100 bikes donated by the Nike Bike Town program until fall 2022.

**6. Development of Policy Language for Unused STBG Awards**

Data: Memo – Proposed Policy Regarding Use of Awarded and Unused Surface Transportation Block Grant Funding Awards, STBG Application Process (Agenda Attachment C)

Ms. Napoli discussed the need to create a policy for the Bend MPO to address awarded STBG funds that are unused and/or renounced. She requested TAC input and recommendation on the proposed policy language.

TAC concerns included Policy Board reallocation of funds awarded but not used, whether to allow substitute projects, how to prioritize substitute projects (projects: awarded funding but experiencing a shortfall, proposed but not funded, original scoring of proposals not funded, requiring all projects to reapply), timing for submission and evaluation of substitute projects, and whether MPO staff could substitute projects.

Ms. Napoli stated she would revise the proposed language as discussed and provide updated language for reconsideration at the December 2021 TAC meeting.

#### 7. **Transportation Safety Action Plans (TSAP) Implementation**

Mr. Deke reported the MPO received a 2020 ODOT Safety Division grant to implement some noninfrastructure components of the Bend and Deschutes County TSAPs. The grant funded creation of a Regional Safety Committee and a Safety Communications Plan and calendar for Bend and Deschutes County, and a community transportation safety campaign and event. The September 30 safety summit was attended by 60 people. Of the 1,900 participants (80% Bend, 20% other) in the online safety survey, about 85% indicated transportation as a high priority and 1,500 provided comments about other priorities (survey details available at [www.centraloregonsafetravel.org](http://www.centraloregonsafetravel.org)). ODOT Safety Division also awarded the MPO a 2021 grant to implement the Regional Safety Committee under COACT (Central Oregon Area Commission on Transportation), refine/implement the Safety Communications Plan and calendar for Bend and Deschutes County (expand to Central Oregon), and establish dedicated funding. The MPO might host a second transportation safety community campaign/event in 2022. Updated crash data indicate the number of people killed in crashes in Deschutes County fluctuated in past years but has climbed sharply since 2018. He provided an overview of the Central Oregon Safe Travels Survey, Central Oregon Safe Travels Survey and Summit, crash data, and next steps.

TAC concerns included adding law enforcement to safety discussions and automated speed enforcement.

#### 8. **Member Roundtable**

TAC members provided updates on current projects and planning efforts:

- Bend-La Pine School District: Ms. Smith summarized the sites and facilities planning process. Growth predictions are uncertain due to the ongoing COVID pandemic.
- BPRD: Mr. Stroud discussed projects including the Haul Road Trail (paved from Bend Whitewater Park to Cascade Lakes Welcome Center), continuous multi-use path along Butler Market Road (under construction), Alpenglow Park (40 acres in SE Bend – completion in spring 2022), Big Sky Park (Phase 1 improvements done end of 2022). Mr. Thomson reported rippling of the new asphalt on the Haul Road Trail west of Mammoth Drive.
- CET: Ms. Mohni provided an update on CET’s Electric Technology Feasibility Study including goals, partnership example, charging scenarios, results, and observations/recommendations. *Next step*: developing an implementation plan. Completion of the feasibility study is expected in January/February 2022.
- Central Oregon Community College: No report.
- City of Bend: No report.
- Commute Options: No report.
- Deschutes County: No report.
- Deschutes County BPAC: No report.

- ODOT: No report.
- OSU-Cascades: Mr. Bergh outlined work underway on the new mobility framework including vision, goals, and near-term topics.
- Citizen – Greg Bryant: No report.
- Citizen – Liza Hamada: No report.
- MPO: Ms. Napoli reported the Policy Board was considering what would be the best use of \$1.5 million in federal COVID Relief Act funds (no use restrictions, no match funds required) coming to the Bend MPO.

Mr. Deke shared an ODOT presentation on implications for Oregon from the new federal Infrastructure Investment and Jobs Act (IIJA) which could be approved this week. He will reserve time on the December agenda for TAC discussion. Ms. Breault asked if proposed projects for this new funding had to be included in an adopted plan.

**9. Public Comment**

None.

**10. Next TAC Meeting**

- December 1, 2021, 10 a.m. (1<sup>st</sup> Wednesday)

**11. Adjourn**

There being no further business, Mr. Deke adjourned the meeting at 11:32 a.m.



**BMPO** Bend Metropolitan Planning Organization

**MEMO**

**To:** BEND MPO TECHNICAL ADVISORY COMMITTEE (TAC)  
**FROM:** ANDREA NAPOLI, AICP, SENIOR PLANNER  
**DATE:** NOVEMBER 22, 2021  
**RE:** DRAFT POLICY REGARDING USE OF AWARDED AND UNUSED SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDING AWARDS - (CONTINUED FROM NOV. TAC MEETING)

**Request**

Discuss TAC written comments and consider revised draft of proposed policy. Provide a recommendation to the Policy Board.

**Background**

This agenda item (continued from Nov. 3<sup>rd</sup> TAC meeting) seeks to address development of policy on awardee use of funds and unused/renounced funds associated with the BMPO's STBG competitive application process. Based on comments from the Nov. TAC meeting, a revised draft was provided to TAC members via email on 11/5/21 (see DRAFT, below), soliciting for further comments/edits. Those comments/edits collected (shown on right side of this memo) will be discussed.

**DRAFT: Proposed Policy Regarding Use of Awarded, Unused, and Renounced STBG Application Process Funding**

1. Bend MPO Policy Board makes all final decisions regarding STBG application process awards.
2. All awards are specific to a project, and must be spent on that project.
3. Funds that are not used on the project for which they were allocated will be addressed as follows:
  - a. When a completed project has funds remaining, and/or when an award is no longer needed for the project, and/or when an awardee determines it will not implement the project, unused funds will go back to the MPO for re-allocation.
  - i. The Policy Board will make all final decisions for re-allocation of the unused funds with priority consideration given to all of the following:
    1. Projects awarded funding that are experiencing a funding shortfall to complete the project;
    2. Projects awarded funding in an out-year and are requesting advancement;
    3. Projects that applied and underwent review during the most recent STBG application process, but were not awarded funding. Original scoring and ranking to be used in reconsideration;

**Commented [A1]: TAC Comment:** "This looks good to me. This gives the unused funds a most robust manner of using on other projects."  
**TAC Comment:** "Looks good to me."  
**TAC Comment:** "Looks good, I have no additional comments."  
**TAC Comment:** "It looks like it covers what we discussed."

**Commented [A2]: TAC Comment:** "Is the shortfall identified at time of award and is filled by other funding sources at that moment in time? Or is the shortfall identified during the project process."  
**Staff Response:** Added some language to help clarify. Will have TAC decide if it should be more specific or not (ex: shortfall from estimate vs actual cost, or loss of other funds leveraged during time of award).

**Commented [A3]: TAC Comment:** "what if the unfunded proposal was awful. Now we fund it because it is still out there and still awful? Maybe we need some sort of cut off where if projects score to low they are not eligible for funding unless the proposal is improved/updated and resubmitted for scoring."



4. A substitute project(s) proposed in lieu of an awarded project where the funding is no longer needed, or the project has been cancelled. A substitute project must be proposed by the original awardee organization within 90-days of renouncing funds. Substitute project(s) will be evaluated according to current Bend MPO evaluation criteria.

**Commented [A4]:** TAC Comment: "Maybe remove the part about the project returning funds...it could focus on the replacement project id and its timing. Curious about the 90 days... When does a project need to be identified? Will MPO provide an email request or something that notes the clock is starting or to ID a target date/meeting?"

**TAC Comment:** Suggests clarification on "original awardee".  
**Staff Response:** Added "organization" to clarify.

**Commented [A5]:** TAC Comment: "feels like we might be rewarding a funds recipient, that either proposed a project they could not deliver or did not scope well with another project."

# A big investment in Oregon's transportation system

The act includes a five-year reauthorization of existing federal highway, transit, safety and rail programs as well as new programs and increased funding. This is coupled with one-time dollars to substantially increase funding for projects and programs.

In total, Oregon will receive at least \$4.5 billion over the next five years. This includes \$1 billion in additional federal funding from 2022-26 — a 38% increase, and an additional \$200 million in transit funding over that same period — a 35% increase.

Below are a few highlights of the additional funding. ODOT will work with advisory committees, the Oregon Transportation Commission and the public over the next months to allocate this funding to priority projects.



## BRIDGES

**\$250 Million**  
to invest  
in repairing and  
replacing aging  
bridges.



## EV CHARGING INFRASTRUCTURE

**\$50 Million**  
to construct new  
electric vehicle  
charging stations  
across Oregon.



## CARBON REDUCTION

**\$82 Million**  
to invest in projects  
that reduce greenhouse  
gas emissions.



## RESILIENCE

**\$94 Million**  
to increase the  
transportation system's  
resilience to earthquakes,  
natural disasters and  
adapt to climate change.



## SAFETY

**\$45 Million**  
in additional funds  
to invest in improving  
transportation safety  
for all users.



## ACTIVE TRANSPORTATION

**\$30 Million**  
in additional funds  
for bicycle and  
pedestrian projects.



## LOCAL PRIORITIES

**Over \$200 Million**  
for local governments  
to invest in community  
priorities.



## TRANSIT

**\$200 Million**  
in additional formula  
funding, plus grants to  
upgrade fleets and  
and invest in zero and  
low emission vehicles.



## PASSENGER RAIL

**Historic investment**  
ODOT will pursue  
competitive grant  
funding to make  
improvements to  
Amtrak Cascades.



## DISCRETIONARY GRANTS

**\$100 Billion**  
in new funding  
distributed through  
grant programs  
administered by the  
federal government.

# Bend Metropolitan Planning Organization



**BMPO** Bend Metropolitan  
Planning Organization

## Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2021

November 2021

## Report Preparation

The Bend Metropolitan Planning Organization (MPO) prepared this report, which was partly financed through the United States Department of Transportation (Federal Highway Administration PL and Federal Transit Administration Section 5303) and in part through local matching funds provided by the Oregon Department of Transportation (ODOT). The views and opinions of the Bend MPO expressed herein do not necessarily state or reflect those of the USDOT or ODOT.

## Title VI Notice of Protection

The Bend MPO complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Bend MPO operates without regard to race, color, national origin, religious creed, sexual orientation, gender identity or expression, veteran's status and/or ancestry. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Bend MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Title VI Coordinator, Andrea Napoli at [anapoli@bendoregon.gov](mailto:anapoli@bendoregon.gov) or (541) 323-8545.

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<p>Publication of this report fulfills the following federal requirements for the Bend Metropolitan Planning Organization: federal regulations (23 USC 134(h)(7)(B); 49 USC 5303(c)(5)(B)) and FTA/FHWA guidance on annual listing of obligated projects.</p>
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# Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2021

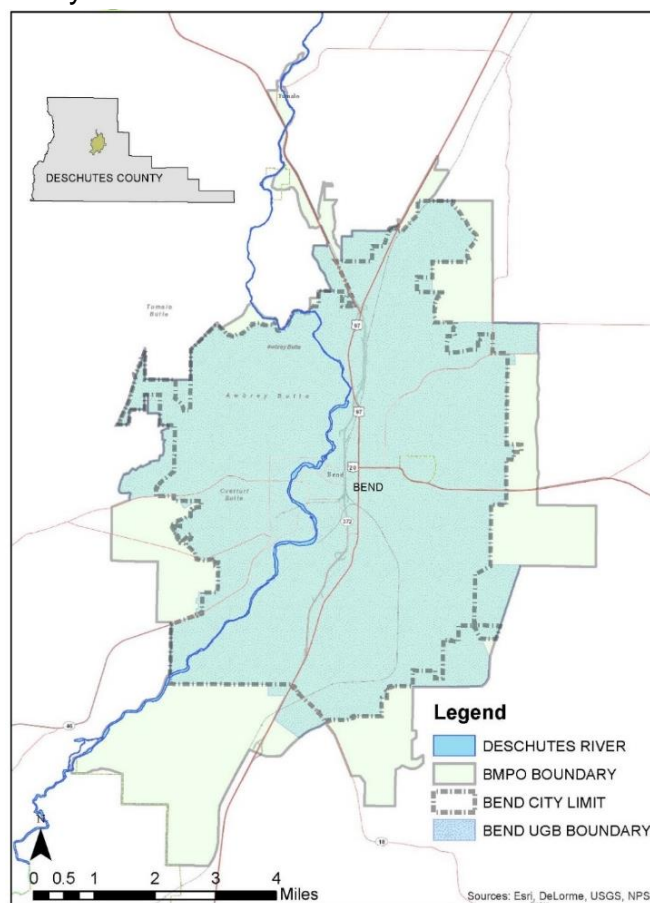
## “FFY 2021 Obligation Report”

### Bend MPO

The Bend Metropolitan Planning Organization (BMPO) is the designated Metropolitan Planning Organization (MPO) for the Bend urbanized area located in Deschutes County.

The BMPO is responsible for planning, programming, and coordinating federal transportation improvement investments within the area and serves as a forum for cooperative transportation decision making. To achieve this objective of regional transportation planning, the BMPO has developed important partnerships with the Oregon Department of Transportation (ODOT), City of Bend, Deschutes County, and Cascades East Transit (CET). BMPO coordinates its planning efforts with the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

**FIGURE 1 BEND MPO BOUNDARY**



### Introduction

The BMPO is making the Federal Fiscal Year (FFY) 2021 Annual Listing of Obligated Projects available for public review. The

Annual Listing of Obligated Projects report documents the projects for which federal funds<sup>1</sup> were obligated in FFY 2021 (October 1, 2020 - September 30, 2021) within the Bend MPO. The Bend MPO is required to prepare an annual report no later than 90 days after the end of the federal fiscal year.

An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year must be published or otherwise made available by the cooperative effort of the State,

<sup>1</sup> Federal funds are listed in [Table 1: Summary of Federal Funded Projects by Fund Type](#)

transit operator, and MPO for public review. The purpose is “to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to state and local officials, and the public at large.” The listing must be consistent with the categories identified in the BMPO Metropolitan Transportation Improvement Program (MTIP).

### **Federal Requirements**

#### *23 CFR 450.334*

*(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.*

*(b) The listing shall be prepared in accordance with §450.314 (a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the [Transportation Improvement Program (TIP)] information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the MTIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*

*(c) The listing shall be published or otherwise made available in accordance with the MPO’s public participation criteria for the MTIP.*

### **Overview of Obligation Report**

Obligation in the context of this report is the federal government’s legal commitment to pay the federal share of a project’s cost. An obligated project is one that has been authorized by a federal agency as meeting eligibility requirements for federal funds. Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction. Alternatively, some projects may proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds later. Some of the projects in this report may already have been constructed. To be included in this listing, an obligated project must be either entirely or partially located within Bend MPO’s transportation planning area which is the MPO boundary shown in **Figure 1** on Page 3.

The amount of the obligation may not always equal the total cost of the project. An obligation may be for only one phase of a multi-phased project, and the obligation amount listed does not account for any local funding. The Bend MPO strives to list the amount obligated and the full project amount for context if the information is available.

This gives more information than required by statute when available. You can view the project obligation in **Table 1**, and a detailed description of each project by phase in **Table 2**.

For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and the recipient agency requests that the funds be obligated. A project agreement defines specific project elements that are eligible for funding; how financing will occur; and agency roles, responsibilities and liabilities.

Once funds have been obligated, the eligible recipient begins incurring eligible project expenses and then requests reimbursement from the obligated funds. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal rules.

## FFY 21 Project Highlight: Bend North Corridor



The Bend MPO project with the highest obligation this federal fiscal year is the US97 Bend North Corridor Project for the second year in a row.

In 2019, the United States Department of Transportation awarded \$60.4 million in Infrastructure for Rebuilding America (INFRA) grant funds to the Oregon Department of Transportation for the US 97: Bend North Corridor project. ODOT, Deschutes County, and the City of Bend provided match funds to successfully partner on the application for federal funding. When constructed, the project is expected to bring congestion relief and mobility improvements to both the state and local transportation systems in the broader Central Oregon region.

**The INFRA grant program is highly competitive and this project was one of only ten winners nationwide in the “Large Project” category.**

There's more information available about the US97 Bend North Corridor project at:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>

The content of this report is consistent with the project listing in the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a listing of transportation projects over a four-year period which will be funded, at least in part, with funds from the FHWA and/or FTA. The current MTIP covers the years 2021-2024, includes project names and identification numbers, project locations, project descriptions, estimated

costs, including costs for each phase of the project (e.g. engineering, right-of-way, and construction). The MTIP, however, identifies projects within the fiscal year that implementation is anticipated rather than when the project receives federal authorization. Therefore, the obligated report must be developed through a cooperative effort with ODOT and CET, the entities responsible for tracking project authorizations and obligations. You can access the Bend MTIP documents at [www.bendoregon.gov/MTIP](http://www.bendoregon.gov/MTIP).

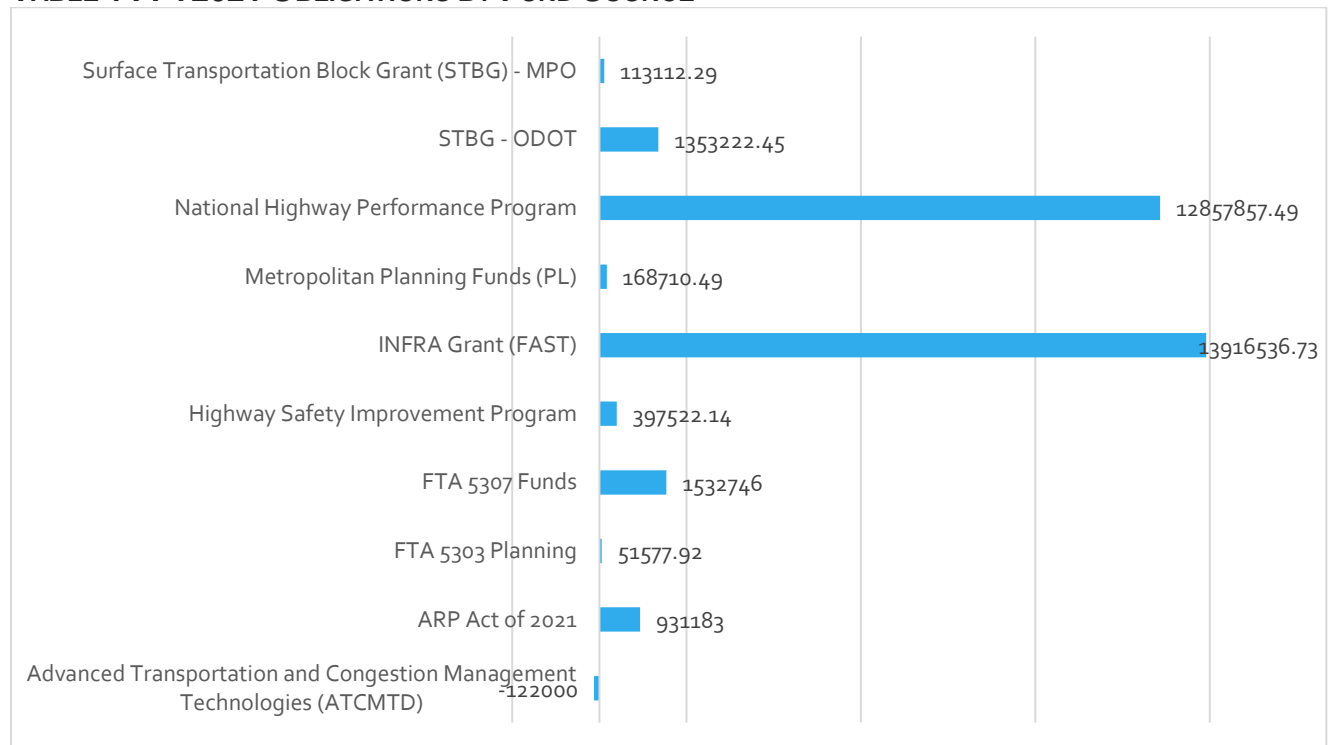
It is the responsibility of the MPO to prepare the obligation report, which is developed in coordination with member agencies including the City of Bend, Deschutes County, ODOT and CET.

### 2021 Federal Obligation Summary

A total of \$31,445,877 in Federal funding for transportation related projects was obligated in FFY 2021 within the BMPO boundary, as shown in **Table 2**. **Table 2** shows the fund type and project name with fiscal year obligations and percent of the total year funding in the MPO, and Table 1 shows a summary of funds obligated by source.

*Deobligated* funds are also listed, totaling \$325,167 (shown as a negative number). Funds may be deobligated because a project is finished and not all funds were spent, or a project phase was changed to a future fiscal year. See **Table 2: FFY 2021 Federal Obligation Summary by Fund** for funding by source and project and **Table 3: FFY 2021 Federal Obligation Details** for detailed descriptions of each project by phase.

**TABLE 1 FFY2021 OBLIGATIONS BY FUND SOURCE**





**TABLE 2: FFY 2021 FEDERAL OBLIGATION SUMMARY BY FUND**

FFY 2021 Fund Programs and Projects	Federal Funds Obligated and Percent of Federal Funding	
	Funding in \$	Percent
<b>Highway Safety Improvement Program</b>		
All Roads Transportation Safety (Bend, phase 2)	127,448	0.41%
US97: REDMOND – BEND	270,074	0.86%
<b>INFRA Grant (FAST Act)</b>		
US97 and US20 Bend North Corridor	14,000,000	44.75%
<b>Metropolitan Planning Funds (PL)</b>		
Bend MPO Planning SFY22	168,710	0.54%
<b>National Highway Performance Program</b>		
US20: 3rd St - 15th St (Greenwood, Bend)	49,800	0.16%
US20: Mervin Samples - Greenwood (3rd St, Bend)	8,768,514	28.03%
US20: Tumalo - Cooley Rd. (Bend)	3,721,121	11.89%
US97: Nels Anderson Place - Romaine Village Way	318,422	1.02%
<b>STBG – ODOT</b>		
Region 4 Intelligent Transportation Systems (ITS)	(5,174)	-0.02%
US20: Mervin Samples - Greenwood (3rd St, Bend)	362,545	1.16%
US97: Nels Anderson Place - Romaine Village Way	1,037,165	3.32%
FFO-US97: Bend North Corridor Project, Phase 1	(41,314)	-0.13%
<b>Surface Transportation Block Grant (STBG) – MPO</b>		
Bend MPO Planning SFY20	(156,088)	-0.50%
Bend MPO Planning SFY22	269,200	0.86%
<b>FTA 5307 Funds</b>		
CET Transit in the Parks Grant for Buses/Equip	(591)	0.00%
CET Transit Operations, ADA Service, Administration, Upgrades	1,370,117	4.38%
<b>American Recovery Plan (ARP) - Act of 2021</b>		
Operating Assistance for CET Transit Services	931,183	2.98%
<b>FTA 5303 Planning</b>		
Bend MPO Planning SFY22	51,578	0.16%
<b>Advanced Transportation and Congestion Management Technologies (ATCMTD)</b>		
City of Bend Colorado/Arizona Couplet	(122,000)	-0.39%
<b>Total Obligated</b>	<b>31,445,877</b>	
<b>Total Deobligated</b> ( <i>Project savings, schedule or scope changes</i> )	<b>(325,167)</b>	

**TABLE 3: FFY 2021 FEDERAL OBLIGATION DETAILS**

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
14020	FFO-US97: Bend North Corridor Project, Phase 1	FFO-US97: Bend North Corridor Project Close out of this project, remaining funds moved to 21229 and 20011	STBG - ODOT	Preliminary Engineering	-41,314
17848	Transit in the Parks Grant for Buses/Equip	Paul S. Sarbanes Transit in Parks Program Grant Award total was \$998,700 for seasonal buses to Deschutes National Forest for Summer and Winter activities.	FTA 5307 Funds	Transit	-591
20011	US20: Tumalo - Cooley Rd. (Bend)	Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Ave. Intersection and US20 and Old Bend Redmond Highway Intersection to reduce crashes making travel safer for motorists.	National Highway Performance Program	Preliminary Engineering	1,150,339
20011	US20: Tumalo - Cooley Rd. (Bend)	Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Ave. Intersection and US20 and Old Bend Redmond Highway Intersection to reduce crashes making travel safer for motorists.	National Highway Performance Program	Administration	126,537
20011	US20: Tumalo - Cooley Rd. (Bend)	Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Ave. Intersection and US20 and Old Bend Redmond Highway Intersection to reduce crashes making travel safer for motorists.	National Highway Performance Program	Right of Way	2,153,520
20011	US20: Tumalo - Cooley Rd. (Bend)	Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Ave. Intersection and US20 and Old Bend Redmond Highway Intersection to	National Highway Performance Program	Administration	290,725

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
		reduce crashes making travel safer for motorists.			
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	National Highway Performance Program	Preliminary Engineering	35,892
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	National Highway Performance Program	Administration	3,948
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	National Highway Performance Program	Preliminary Engineering	250,975
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	National Highway Performance Program	Administration	27,607
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	STBG - ODOT	Reconstruction - No Added Capacity	827,687
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	STBG - ODOT	Construction Engineering	106,696
20013	US97: Nels Anderson Place - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	STBG - ODOT	Administration	102,782
20073	All Roads Transportation Safety (Bend, phase 2)	Safety improvements including: curve & intersection signs, delineators, illumination and clear zone	Highway Safety Improvement Program	Preliminary Engineering	127,448
20357	US97: REDMOND - BEND	Speed feedback signs, pavement markings, lighting, signing and striping enhancements	Highway Safety Improvement Program	Preliminary Engineering	250,000
20357	US97: REDMOND - BEND	Speed feedback signs, pavement markings, lighting, signing and striping enhancements, Savings from Right of Way phase.	Highway Safety Improvement Program	Right of Way	-6,690

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
20357	US97: REDMOND - BEND	Speed feedback signs, pavement markings, lighting, signing and striping enhancements	Highway Safety Improvement Program	Administration	26,764
20551	REGION 4 ITS	Video cameras and communication infrastructure, replace illuminations with LEDs, variable message signs.	STBG - ODOT	Construction Engineering	67,168
20551	REGION 4 ITS	Video cameras and communication infrastructure, replace illuminations with LEDs, variable message signs. Funds moved to Construction phase.	STBG - ODOT	Traffic Management/ Engineering - HOV	-67,168
20551	REGION 4 ITS	Video cameras and communication infrastructure, replace illuminations with LEDs, variable message signs. Deobligated funds are a project adjustment.	STBG - ODOT	Traffic Management/ Engineering - HOV	-4,662
20551	REGION 4 ITS	Video cameras and communication infrastructure, replace illuminations with LEDs, variable message signs. Project adjustment.	STBG - ODOT	Administration	-513
20613	BEND MPO PLANNING SFY20	MPO planning funds for federal fiscal year 2020. Savings to be advanced to a future year.	Surface Transportation Block Grant (STBG) - MPO	Planning	-156,088
20615	BEND MPO PLANNING SFY22	Funding for planning activities for the bend metro area	FTA 5303 Planning	Planning	51,578
20615	BEND MPO PLANNING SFY22	Funding for planning activities for the Bend metro area	Metropolitan Planning Funds (PL)	Planning	168,710
20615	BEND MPO PLANNING SFY22	Funding for planning activities for the Bend metro area in State Fiscal Year 2022	Surface Transportation Block Grant (STBG) - MPO	Planning	269,200
21229	US97 and Cooley Road (Bend) mid-term improvements	Mill and inlay new asphalt on portions of US97 N and S of Cooley. Upgrade signals to enhance ped crossing safety, reduce	INFRA Grant (FAST Act)	Right of Way	14,000,000

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
		intersection-related high severity crashes and better operations of the system for travelling public. Widen roadway for added capacity. Construct separated multi-use bike path connections and upgrade/install curb ramps and sidewalks where needed.			
<b>21483</b>	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.	National Highway Performance Program	Construction Engineering	923,738
<b>21483</b>	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.	National Highway Performance Program	Administration	868,952
<b>21483</b>	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.	National Highway Performance Program	Facilities for Pedestrians and Bicycles	6,975,824
<b>21483</b>	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.	STBG - ODOT	Right of Way	336,488

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
21483	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.	STBG - ODOT	Administration	37,014
21483	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop. Savings are from Right of Way cost estimates.	STBG - ODOT	Right of Way	-9,870
21483	US20: Mervin Samples - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop. Funds show savings for this phase.	STBG - ODOT	Administration	-1,086
21489	US20: 3rd St - 15th St (Greenwood, Bend)	Rebuild and replace existing ADA curb ramps to current ODOT requirements, upgrade un-signalized intersection signs, construct new marked crosswalks with a pedestrian refuge at 4th St, construct Bend ITS Central signal system fiber upgrades connecting signals from 3rd Street at Greenwood to US 20 at 8th to US 20 at 15th. Rehab and Construction of sidewalks on Greenwood, multiuse path between Mt	National Highway Performance Program	Preliminary Engineering	44,865

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
		Washington and Division on 3rd Street.			
<b>21489</b>	US20: 3rd St - 15th St (Greenwood, Bend)	Rebuild and replace existing ADA curb ramps to current ODOT requirements, upgrade un-signalized intersection signs, construct new marked crosswalks with a pedestrian refuge at 4th St, construct Bend ITS Central signal system fiber upgrades connecting signals from 3rd Street at Greenwood to US 20 at 8th to US 20 at 15th. Rehab and Construction of sidewalks on Greenwood, multiuse path between Mt Washington and Division on 3rd Street.	National Highway Performance Program	Administration	4,935
<b>21580</b>	Transit Operations, ADA Service, Preventive Maintenance, Administration, Security Upgrades	This project includes \$3,140 in FY 2019 Section 5307 and \$1,366,977 in FY 2020 Section 5307 funds sub-allocated to the Bend UZA. Grant funds will be used for operating assistance, ADA complementary paratransit services, preventive maintenance, project administration, indirect costs and security system equipment upgrades in Bend. This project shall provide both fixed route and ADA complementary paratransit services within the city limits of Bend, Oregon.	FTA 5307 Funds	Transit	13,701

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
21580	Transit Operations, ADA Service, Preventive Maintenance, Administration, Security Upgrades	This project includes \$3,140 in FY 2019 Section 5307 and \$1,366,977 in FY 2020 Section 5307 funds sub-allocated to the Bend UZA. Grant funds will be used for operating assistance, ADA complementary paratransit services, preventive maintenance, project administration, indirect costs and security system equipment upgrades in Bend. This project shall provide both fixed route and ADA complementary paratransit services within the city limits of Bend, Oregon.	FTA 5307 Funds	Transit	511,534
21580	Transit Operations, ADA Service, Preventive Maintenance, Administration, Security Upgrades	This project includes \$3,140 in FY 2019 Section 5307 and \$1,366,977 in FY 2020 Section 5307 funds sub-allocated to the Bend UZA. Grant funds will be used for operating assistance, ADA complementary paratransit services, preventive maintenance, project administration, indirect costs and security system equipment upgrades in Bend. This project shall provide both fixed route and ADA complementary paratransit services within the city limits of Bend, Oregon.	FTA 5307 Funds	Transit	3,140



Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
<b>21580</b>	Transit Operations, ADA Service, Preventive Maintenance, Administration, Security Upgrades	This project includes \$3,140 in FY 2019 Section 5307 and \$1,366,977 in FY 2020 Section 5307 funds sub-allocated to the Bend UZA. Grant funds will be used for operating assistance, ADA complementary paratransit services, preventive maintenance, project administration, indirect costs and security system equipment upgrades in Bend. This project shall provide both fixed route and ADA complementary paratransit services within the city limits of Bend, Oregon.	FTA 5307 Funds	Transit	841,742
<b>19806</b>	City of Bend Colorado/Arizona Couplet	Upgrade 6 in place signals to collect high resolution data for performance measurement and support operations for access to locales such as Mt. Bachelor, Three Sisters Wilderness Area, Les Schwab Amphitheater and other destinations. Project is part of the ATCMTD Grant Award. These funds were moved to 21502 from 19806. Updated project name: City of Bend Signal Upgrades.	Advanced Transportation and Congestion Management Technologies (ATCMTD)	Preliminary Engineering	-122,000
<b>None</b>	Operating Assistance for CET Transit Services	This project includes \$931,183 in American Rescue Plan (ARP) Act - FY 2021 Section 5307 which represents the full amount that has been sub-allocated to Bend urbanized area (small UZA). These funds will be used for operating assistance to help	ARP Act of 2021	Transit	931,183

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Number	Project Title	Project Description	Funding Source	Program Type	FFY 2021 Federal Obligation
		prevent, respond to and recover from the COVID-19 pandemic. Per the ARP Act, operating assistance is not required be included in the STIP/MTIP.			

**TABLE 4: FEDERAL FUND CODE AND DESCRIPTION**

Fund Code	Description
FTA 5303 Planning Funds	FTA Section 5303 funds are used for transportation planning in metropolitan areas and states. The funding can be used for long-range plans and short-range programs reflecting transportation investment priorities. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.
FTA 5307 Funds	FTA Section 5307 funds are distributed on a statutory formula basis to support capital, and certain operating and planning expenditures for publicly owned transit systems. For capital or planning projects, these funds have a funding ratio of 80% federal and 20% local; for operations, the maximum federal share is 50%.
INFRA Grant	The freight-focused Infrastructure for Rebuilding America (INFRA) grant program was created by the FAST Act and is codified at 23 U.S.C. §117.
Surface Transportation Block Grant (STBG) - MPO	Surface Transportation Block Grant (STBG) funds are provided to the MPO based on a formula set thru an agreement between ODOT, the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC). The MPO receives approx. \$1 million per year. These funds are programmed for eligible projects within the MPO by the Policy Board.
STBG - ODOT	STBG funds received by ODOT are used for highway, transit, bicycle, pedestrian and other transportation options projects. The STBG Program promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs. Note: Previously known as the Surface Transportation Program (STP).
Metropolitan Planning (PL)	PL are used for transportation planning in metropolitan areas. The funding can be used for the full range of MPO planning responsibilities. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.
Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)	The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program to provide competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, and system performance.
Highway Safety Improvement Program	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
American Rescue Plan (ARP) Act of 2021	The American Rescue Plan Act of 2021 (ARP), which President Biden signed on March 11, 2021, includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic/ The relief funds will be distributed as follows, at 100-percent federal share
National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.