
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: January 18, 2022
Time: 12:00 – 1:30 pm
Location: Virtual meeting. Participation information provided below:

Register for this meeting using the following link:

https://bendoregon-gov.zoom.us/webinar/register/WN_njk9XZ2GSCmL4ttqXbVsYA

After registering, you will receive a confirmation email containing information about joining the webinar or call in options.

To Join by Phone: 888-788-0099 (Toll Free)

Webinar ID: 821 9569 9056 Event Passcode: bmpo

The ID and password are not typically required. To comment, use the "raise hand" feature and staff will call on you. Phone participants use *9.

YouTube Stream Option: <https://youtu.be/lqORqtdgS88>

Contact: Tyler Deke, BMPO Manager (541) 693-2113 or tdeke@bendoregon.gov

1. **Call to Order & Introductions..... Barb Campbell**
2. **Virtual Meeting Guidelines..... Tyler Deke**
3. **Public Comment..... Barb Campbell**

Information & Action Items

4. **ODOT Transportation Electrification Infrastructure Needs Analysis Jillian DiMedio, ODOT**

Background: The ODOT Climate Office, in partnership with the Oregon Department of Energy, completed the Transportation Electrification Infrastructure Needs Analysis (TEINA) study to identify electric vehicle charging needs and gaps across Oregon. The study proposes solutions to help accelerate widespread transportation electrification in Oregon. Jillian DiMedio will provide an overview of the study and discuss next steps.

Attachments: TEINA executive summary (**Attachment A**). Additional information about the study is available on the following website:

<https://www.oregon.gov/odot/Programs/Pages/TEINA.aspx>

Action Requested: None. Information item

5. Meeting Minutes.....Barb Campbell

Review and approve the December 14, 2021 Policy Board (**Attachment B**) draft meeting minutes

Recommended Language for Motion: I move approval of the December 14, 2021 Policy Board draft meeting minutes as presented.

6. 2021-24 Metropolitan Transportation Improvement Program (MTIP) Amendments Andrea Napoli

Background: Amendments are proposed to the 2021-2024 MTIP. The amendments were noticed on the bendoregon.gov website and through email notification to the MPO email lists and news media. Any comments received will be discussed at the MPO meeting. Staff will provide an overview of the proposed amendments.

Attachments: Summary of proposed MTIP amendments (**Attachment C**) and public comments (**Attachment D**)

Action Requested: Review and consider approval of the proposed amendments

Recommended Language for Motion: I move approval of the proposed amendments to the 2021-2024 MTIP as presented

7. Budget Committee Appointments Tyler Deke

Background: The Budget Committee meets annually to review the proposed budget and make a recommendation to the Policy Board. The Committee currently two open positions for local residents. Notice of the openings was posted online and emailed to interested parties and news outlets in October. The call for applications was open through the end of November. Five community members applied. The applications were reviewed by the Policy Board Chair and Vice Chair.

Attachments: Budget Committee roster (**Attachment E**)

Action Requested: Appoint two Budget Committee members

Recommended Language for Motion: I move to appoint (**Name 1** and **Name 2**) to the MPO Budget Committee to serve from July 2021 through June 2024.

8. Annual Listing of Federally Funded Transportation Projects Andrea Napoli

Background: The Bend MPO develops an Annual Listing of Transportation Projects with Obligated Federal Funding each year. The report includes all projects and programs for which federal transportation funds were obligated in the prior Federal Fiscal Year for the Bend urbanized area. Transportation projects and programs include roadways, transit, bicycle and pedestrian facilities.

Attachments: Annual Listing of Federally Funded Projects (**Attachment F**)

Action Requested: None. Information Item

9. 2022-2023 Work Program and Budget Tyler Deke

Background: Staff is developing the draft MPO work program and budget for FY2022-2023. Staff will review the draft work program and engage the Board in a discussion of potential work items for the next fiscal year.

Attachments: None. Information may be shared during the meeting

Action Requested: Review draft 2022-2023 work program and provide input on proposed work activities

10. Other Business Barb Campbell

11. Public Comment Barb Campbell

12. Next Policy Board Meeting

The next regular meeting of the Policy Board is scheduled for February 15 at 12 noon

13. Adjourn



Accessible Meeting/Alternate Format Notification

This meeting event/location is accessible. Sign or other 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 at no cost. Please contact Andrea Napoli no later than 24 hours in advance of the meeting at (541) 323-8545 or anapoli@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.

Attachment A

Transportation Electrification Infrastructure Needs Analysis (TEINA)



**Oregon
Department
of Transportation**

Foreword

This report was produced by the Oregon Department of Transportation's Climate Office under the guidance and direction of Mary Brazell (Agency Project Manager), Amanda Pietz (Climate Office Director), and Zechariah Heck. Collaborative support and guidance were also provided by the Oregon Department of Energy through Jessica Reichers and Rebecca Smith.

The consultant project team that assisted the Climate Office in the production of this report included Wayne Kittelson (project manager), Susan Mah, and Christopher Bame, Kittelson & Associates (prime contractor); Chris Nelder, Shenshen Li, Britta Gross and Lynn Daniels, RMI; Stacy Thomas and Alexander Nelson, HDR, Inc.; and Rhett Lawrence, Jeanette Shaw, Jeff Allen, Eric Huang, Whit Jamieson, and Kelly Yearick, Forth.

The project received additional feedback and suggestions from an Advisory Group consisting of Greg Alderson, Portland General Electric; Tom Ashley, Greenlots; Phil Barnhart, Emerald Valley Electric Vehicle Association; Chris Chandler, Central Lincoln Public Utility District; Marie Dodds, AAA Oregon; Judge Liz Farrar, Gilliam County; Ingrid Fish, City of Portland; Stu Green, City of Ashland; Jamie Hall, General Motors; Zach Henkin, Cadeo Group; Joe Hull, Midstate Electric Cooperative; Juan J Serpa Muñoz, Eugene Water and Electric Board; Vee Paykar, Climate Solutions; Cory Scott, Pacific Power; Jairaj Singh, Unite Oregon; Charlie Tracy, Oregon Trail Electric Cooperative; and Dexter Turner, OpConnect. The Oregon Department of Transportation and the consultant project team acknowledge with sincere appreciation the feedback and suggestions provided by the Advisory Group members while also noting that the members were not asked and have not formally endorsed the content of this report either individually or collectively.

Intended Use of Report

Governor Kate Brown called for a needs analysis on transportation electrification infrastructure in Executive Order 20-04. Transportation electrification goals set forth in Senate Bill 1044 (2019) are specifically referenced as a guide for the analysis. Thus, the modeling assumptions and, subsequently, the results, are based on targets provided in Senate Bill 1044 - not actual real-world data (e.g., electric vehicle registrations or electric vehicle chargers installed today). This report is intended to give policymakers an idea of the needs and potential policies required to achieve Oregon's electrification goals as called for in Senate Bill 1044. While the modeling used to inform the report findings is granular to the census tract or county level (as appropriate for the various use cases modeled), the report is not intended to be used as the implementation plan for the deployment of transportation electrification infrastructure.

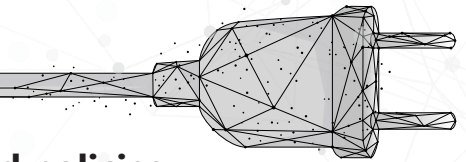
Executive Summary

The move toward electrically powered vehicles is well underway, and the speed of their adoption is accelerating at a dramatic pace. Oregon is fast approaching an inflection point of zero emission vehicle (ZEV) adoption, driven by market forces, manufacturer commitments, technology improvements, and federal and state climate policies. Public, private, and utility investments in transportation electrification infrastructure are therefore needed to serve Oregonians and businesses using electric vehicles today and in the future.

The goal of Oregon's Transportation Electrification Infrastructure Needs Analysis (TEINA) study is to evaluate the likely future charging infrastructure needs of all modes of electric transportation. As such, it is a needs analysis intended to set the stage for development of a follow-up deployment strategy. TEINA focuses on light-duty vehicle (LDV) charging needs while also including transit, delivery, freight,

and micromobility vehicles during the modeling period of 2020–2035. Directed by Oregon Governor Kate Brown's Executive Order 20-04 on climate action, the TEINA study is designed to evaluate charging infrastructure needs to meet the light-duty zero emission vehicle adoption goals articulated under 2019 Oregon Senate Bill 1044 (Senate Bill 1044) while also examining charging needs for other vehicle types and use cases. Charging needs of rural drivers, and those residing in historically marginalized communities, are of particular note. Additionally, the study recommends policies and implementation priorities required to accelerate infrastructure deployment, with special emphasis on the near-term to ensure Oregon sets an appropriate pace to achieve all of its midterm and longer-term milestones. Both the TEINA goals and Oregon's Senate Bill 1044 light-duty zero emission vehicle (ZEV) goals are reflected in the following graphic.

Oregon's Transportation Electrification Infrastructure Needs Analysis

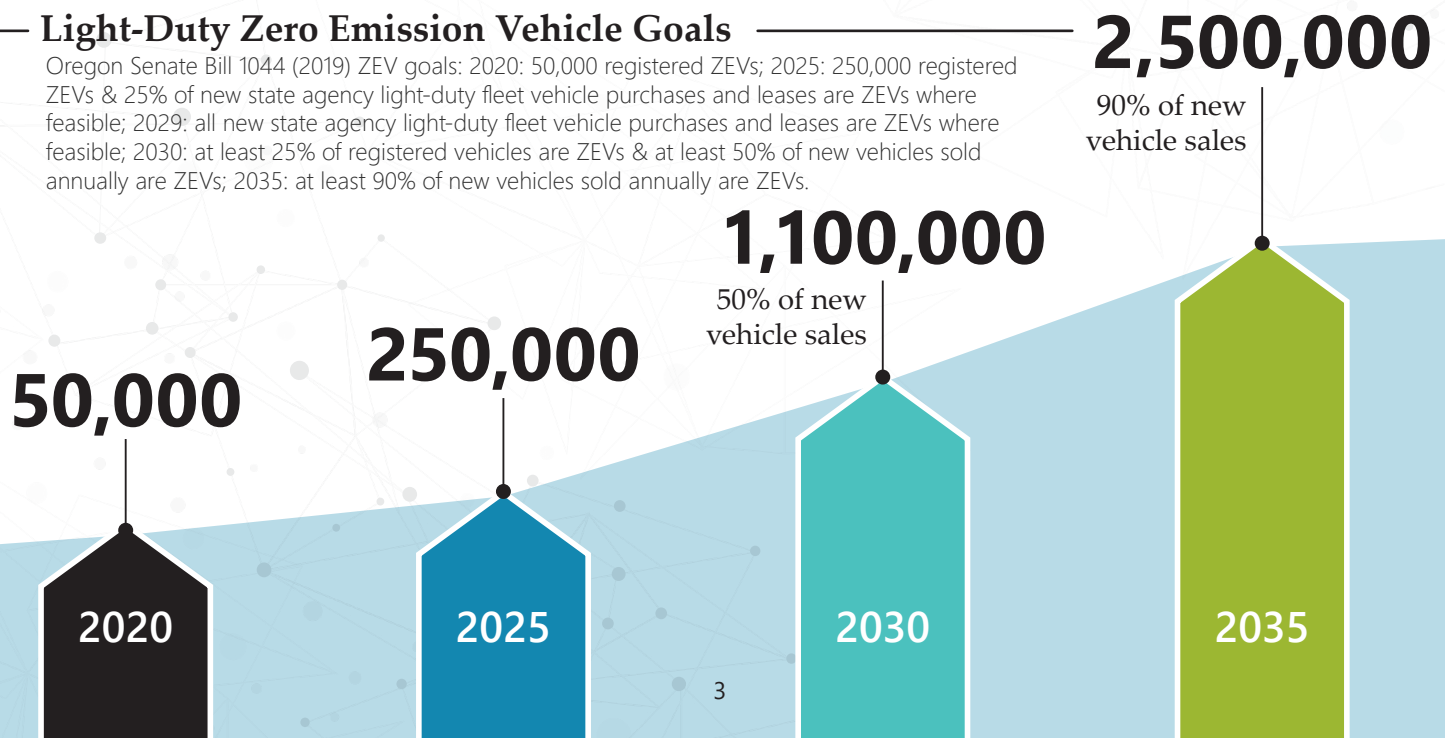


Evaluate future charging infrastructure needs of light-duty vehicles and other modes of electric transportation.

Recommend policies and implementation priorities to accelerate charging infrastructure.

Light-Duty Zero Emission Vehicle Goals

Oregon Senate Bill 1044 (2019) ZEV goals: 2020: 50,000 registered ZEVs; 2025: 250,000 registered ZEVs & 25% of new state agency light-duty fleet vehicle purchases and leases are ZEVs where feasible; 2029: all new state agency light-duty fleet vehicle purchases and leases are ZEVs where feasible; 2030: at least 25% of registered vehicles are ZEVs & at least 50% of new vehicles sold annually are ZEVs; 2035: at least 90% of new vehicles sold annually are ZEVs.



To achieve the vision of ubiquitous zero emission vehicle (ZEV) charging access, six overarching electric vehicle (EV) infrastructure goals emerged from the Transportation Electrification Infrastructure Needs Analysis (TEINA) study.

Electric Vehicle Infrastructure Goals

- 

Support rapid deployment of EV charging infrastructure in homes, along travel corridors, at work and fleet depots, at travel destinations, and in multi-unit dwellings.
- 

Ensure EV charging infrastructure is equitable and accessible to all Oregonians (including all communities, income levels, and geographic locations).
- 

Ensure the public charging experience is user-friendly, convenient, safe, and consistent.
- 

Ensure that EV charging offers all consumers and fleets the benefit of lower electric fueling costs.
- 

Ensure utilities are positioned for rapid expansion of EV charging statewide. Utilities must plan for and supply increasing demands for electricity while exploring resiliency in the event of power outages.
- 

Develop foundational policies and provide resources to support community members, businesses, local governments, and tribes to build and benefit from a ZEV future, including educational and technical resources, EV-ready residential and commercial buildings, a skilled workforce, and increased support for micromobility solutions.

The study was primarily focused on the sizeable and thus critically important light-duty vehicle (LDV) sector; however, a total of nine different use cases were modeled: Urban LDVs, Rural LDVs, Corridor LDVs, Local Commercial and Industrial Vehicles (also referred to as medium-duty vehicles), Transit and School Buses, Transportation Network Companies (such as Uber and Lyft), Long-Haul Trucking, Micromobility, and the specific infrastructure needs

of Disadvantaged Communities. Broadly speaking, and as expected, the public charging needs of the Urban and Rural LDV sectors are an order of magnitude greater than for the other transportation sectors (use cases). Across all sectors, there is an extraordinary need for charging infrastructure growth, not only by 2035 and well in advance of the large volume of EVs anticipated, but also a significant near-term need for growth over the next four years.

Modeling Results

Number of Charging Ports Needed by Use Case (Business as Usual Scenario)

	2020	2025	2030	2035
Urban Light-Duty Vehicles (LDVs)	2,000	8,000	39,000	84,000
Rural LDVs	1,000	5,000	22,000	49,000
Corridor LDVs	400	2,000	3,900	6,100
Local Commercial and Industrial Vehicles	10	371	949	1,836
Transit and School Buses	15	893	3,318	7,407
Transportation Network Companies (TNC)	0	23	193	216
Long-Haul Trucking	0	39	219	690
Disadvantaged Communities	100	600	2,700	6,000
Total Number of Charging Ports	3,525	16,926	72,279	155,249
Increase Over 2020 Level		480%	2,050%	4,404%

Note: Modeling assumes 50,000 electric vehicles in 2020. Projections reflect optimized Business as Usual results.

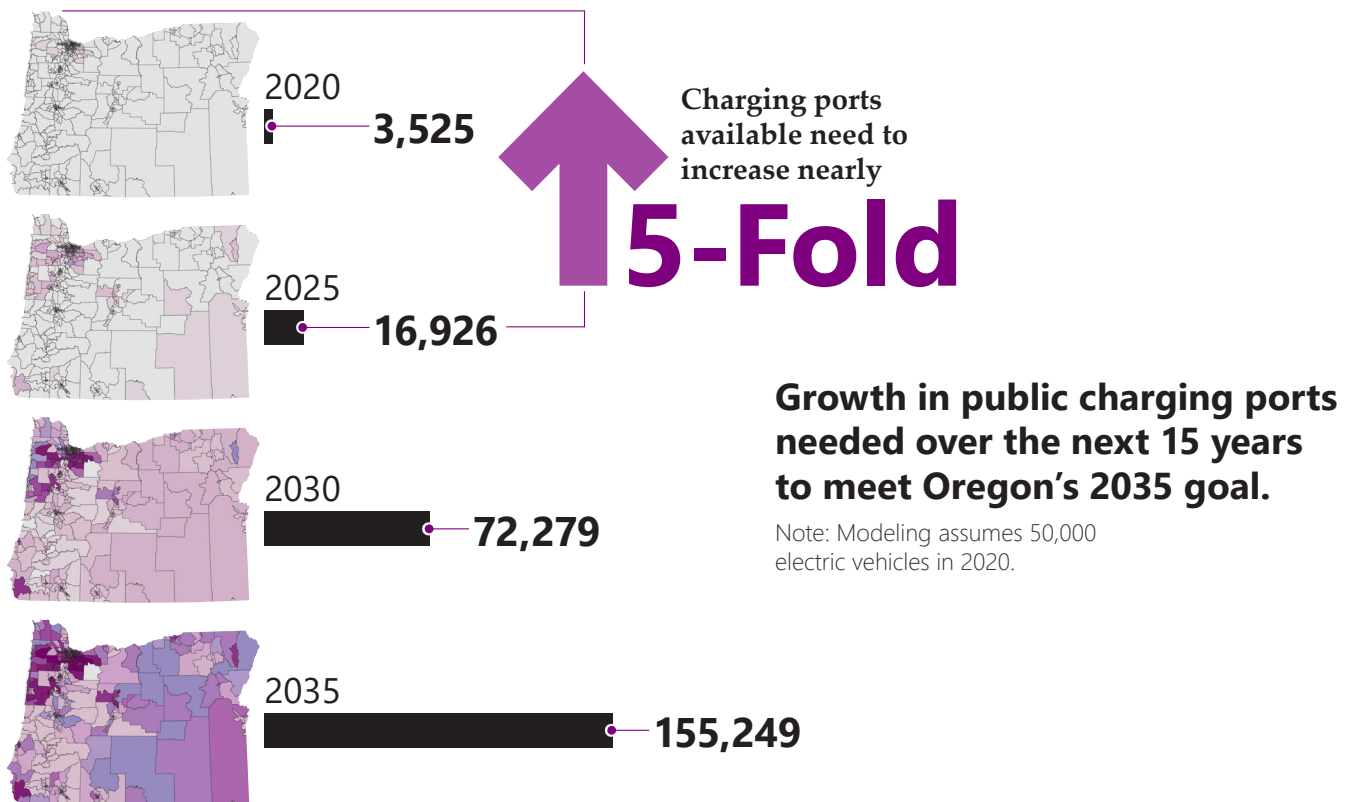
Light-Duty Vehicle Charging Ports Needed by Type of Charging Port (Business as Usual Scenario)

	2025	2030	2035
Workplace Level 2	7,022	32,405	70,429
Public Level 2	4,472	20,611	44,785
Public Direct Current Fast Charge (DCFC)	4,411	14,875	29,639

Note: LDV includes the Urban, Rural, Corridor, TNC, and Disadvantaged Communities Use Cases

As shown in the first graphic above, in the optimized Business as Usual scenario, 155,249 charging ports will be required by 2035—a 44-fold increase from required 2020 levels. In order to meet just the light-duty vehicle charging needs across all use cases, the second table summarizes the need for Level 2 workplace charging, public Level 2, and public DCFC. These figures highlight the rapid growth in EV charging infrastructure required over the next 5, 10, and 15 years.

The analysis assumes that in 2020, 90% of light-duty urban and rural electric vehicle (EV) charging takes place at home, but by 2035, this shifts to 60% of Urban and Rural light-duty vehicle (LDV) charging at home and takes into account that a significant portion of Oregonians live in multi-unit dwellings (MUDs) (e.g., apartments, duplexes, townhomes) where access to convenient overnight on-site charging can be a challenge* The need for public charging grows exponentially from 2020 to 2035 and can be seen in the following heatmaps that show available charging ports across all use cases need to increase nearly five-fold just from 2020 to 2025.



Though this study is largely focused on an assessment of the future public charging needs for light-duty EVs, it is worth noting the vast majority of light-duty EV charging today is accomplished by home charging and will remain the case for the foreseeable future. Today, a majority of early EV owners live in single-family homes with easy access to a Level 1 outlet or a Level 2 charging port. However, MUD residents often do not have access to a dedicated parking space, let alone an electrical outlet where they can reliably charge an EV. This study points to several policies to address MUD's charging needs, including public Direct Current Fast Charge (DCFC) community hubs as well as on-site Level 2 and off-site Level 2 public charging.

Home Charging Ports Needed (Business as Usual Scenario)

Note: Each cell identifies the number of home charging ports needed by year and, in parentheses, the percentage of homes assumed to have access to a home charging port.

	2020	2025	2030	2035
Number of ports	45,000	200,000	770,000	1,500,000
Percentage of homes with access	(90%)	(80%)	(70%)	(60%)

Policy initiatives recommended in the Transportation Electrification Infrastructure Needs Analysis (TEINA) study address the critical need for significant public charging investments to meet demand and develop confidence among the driving public that EV charging will be as easy as refueling a gasoline vehicle. Rapid growth in public charging is essential to achieve mainstream adoption of EVs. However, the TEINA study also describes the need for broadly adopted building codes that will ensure all homes and MUD in the future are built with an EV-ready charging capability, so that owners and renters alike have more equitable access to home charging—and aren't solely reliant on potentially more costly public charging solutions.

* According to the U.S. Census Bureau's 2014-2018 American Community Survey, about one-quarter of Oregonians live in multi-unit dwellings.

Policy Recommendations

The near-term policy priorities are described below.

**Zero emission vehicle (ZEV) infrastructure deployment strategy—
2 to 5 year focus, including opportunities for targeted state investment**



Target equity in charging

- Ensure charging access for those eligible for Charge Ahead rebate.
- Incentivize workplace charging at employers, emphasizing women and minority-owned businesses and similar groups.
- Incentivize investment in charging deserts in rural areas.



Update Oregon's building codes and parking ordinances to make them electric vehicle (EV) ready



Develop and fund a statewide educational and technical assistance program for charging

- Develop fact sheets, technical resource documents, and website content.
- Create proactive outreach program that is comprehensive, is hands-on, and targets high priority markets.
- Serve as an initial point of contact, referring individuals to utilities and other resources.
- Provide guidelines and model processes for streamlining permitting.



Lead by example: install charging at state buildings and offices for employees and visitors



The Transportation Electrification Infrastructure Needs Analysis (TEINA) identifies Oregon's urgent need to increase EV charging infrastructure to meet the state's goals for growth in EVs, which will create an unprecedented shift in the way Oregonians fuel their vehicles. TEINA sets out EV infrastructure goals to provide Oregonians with confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline, and recommends policies to achieve these goals.

Looking forward, TEINA points to priorities for both for policies and implementation actions to achieve these goals. Priority EV infrastructure deployment actions in the near term fall into three focus areas: (1) *targeting light-duty EV charging needs, while* (2) *supporting depot charging for fleets of all types, and* (3) *planning for charging needs of local commercial and industrial vehicles and long-haul trucking.* A series of next steps is needed, to turn the recommendations identified by TEINA into realizable results. To implement TEINA's findings, a statewide ZEV charging infrastructure deployment strategy is being developed, with a 2–5 year focus, to fine tune and prioritize specific infrastructure actions needed to accelerate ZEV adoption—incorporating concerns for equity and geographic balance. In addition, three areas of study will be pursued: (1) A supplemental inquiry into the refueling needs of hydrogen fuel cell ZEVs; (2) An assessment of the barriers impeding accelerated adoption of electric micromobility (e.g., eBikes, eScooters, eTrikes), including concerns beyond charging infrastructure; and (3) Addendums to TEINA to facilitate stakeholder planning. These next steps will keep Oregon charging ahead, preparing for an electric future.



Attachment A

Prepared for:

Oregon Department of Transportation
355 Capitol Street NE
Salem, Oregon 97301-3871

Prepared by:

Kittelson & Associates, Inc.
851 SW 6th Avenue, Suite 600
Portland, Oregon 97204

In association with:

RMI
HDR, Inc.
Forth

June 28, 2021

DRAFT
BEND METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD
Virtual Meeting – MINUTES
December 14, 2021

YouTube Stream Option: <https://youtu.be/aCXBb9AabNo>

Policy Board Members Present

Bend City Council: **Chair** Barb Campbell, **Vice-Chair** Megan Perkins, Rita Schenkelberg
Deschutes County Commission: Phil Chang
Oregon Department of Transportation (ODOT): Bob Townsend

Policy Board Alternates

City: David Abbas, *City of Bend Transportation and Mobility Director*
County: Chris Doty, *Deschutes County Road Department Director*
ODOT Region 4: Rick Williams, *Principal Planner*

MPO Staff: Tyler Deke, *Manager*; Jovi Anderson, *Program Coordinator*; Andrea Napoli, *Senior Planner*

Visitors: Cameron Prow, *TYPE-Write II* (minutes consultant); Cris Taylor, *City of Bend Finance*;
Don Morehouse, *ODOT*; Greg Bryant, *Bend MPO Technical Advisory Committee*;
Mark Barrett, *ODOT Region 4*

Media: None

(Agenda items appear in discussion order. The 3 digits after a Motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)

1. Call to Order – Introductions

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:04 p.m. on Tuesday, December 14, 2021, with a quorum of member jurisdictions present (3 of 3).

2. Virtual Meeting Guidelines

Ms. Anderson reviewed the meeting guidelines.

3. Public Comment

None.

INFORMATION ITEMS

4. Oregon Speed Statute

Mr. Barrett, ODOT Region 4 Traffic Manager, discussed speed zones and speed limits, (and how limits are set) on Oregon roadways. His presentation also covered the history of Oregon speed laws. He provided a website through which the public could request a speed zone investigation: <https://www.oregon.gov/odot/Engineering/Pages/Speed-Zones.aspx>.

Mr. Deke asked if crash data/analysis had been done on Highway 97 following implementation of higher speed limits on Central and Eastern Oregon highways in 2016. Mr. Barrett stated he would send a report about the increase in crashes and severity of crashes due to increased speeds to the MPO. Mr. Deke requested a list of ODOT speed studies conducted or underway. Mr. Abbas offered to provide a report of the last five years.

Policy Board concerns included which agency can modify residential street speeds), speed changes under consideration, contact person(s) for speed zone requests, background of speed change requests along Century Drive, and how to slow motorist driving speeds (enforcement versus structural changes in roads).

Mr. Bryant asked how long ODOT needed for a speed study and which agency was responsible for decreasing speeds on rural roads in Deschutes River Woods.

5. **US97/Baker Road Interchange Area Management Plan (IAMP)**

Data: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97BakerRd>

ODOT Senior Planner Don Morehouse reviewed the project status, concept development process, refined concepts/evaluation, and next steps. Ms. Anderson stated the maps associated with this presentation were available on the Bend MPO website.

Policy Board concerns covered potential impacts of putting all traffic on one roundabout on the east side of Highway 97, when construction might start, and if phaseability was a factor in design selection.

Staff concerns included if any of the three alternatives could be constructed in phases (when/if funding is available) and why directing traffic to the eastside roundabout was the best alternative.

Mr. Morehouse responded to board and staff questions. Mr. Townsend stated construction during the next 10 years was unlikely without an outside funding source. Ms. Anderson clarified that the Policy Board was the executive steering committee for this IAMP.

Ms. Anderson announced Mr. Chang had left the meeting, but that Mr. Doty was acting as Mr. Chang's proxy and would vote on his behalf.

ACTION ITEMS

6. **Meeting Minutes**

Data: November 16, 2021 (Agenda Attachment A)

Motion 1 (3/0/0): Mr. Doty moved approval of the November 16, 2021, draft Policy Board meeting minutes as presented. Ms. Schenkelberg seconded the motion which passed unanimously.

7. **Draft Policy Language for Unused/Returned STBG Awards**

Data: Memo: Draft Policy Regarding Use of Awarded, Unused, and Renounced Surface Transportation Block Grant (STBG) Funding Awards (Agenda Attachment B)

Ms. Napoli summarized the background and reviewed the draft policy language.

Policy Board discussion covered potentially diverting excess STBG awarded funds to other projects, holding unused/renounced awarded STBG funds to the next annual application process, and rationale for one application process per year. During discussion, Policy Board members revised the draft policy language to read:

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

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 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 that 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; and
 4. Allocate returned funds to City of Bend Street Preservation projects.

Motion 2 (3/0/0): Ms. Perkins moved approval of the Draft Policy Regarding Use of Awarded, Unused, and Renounced STBG Funding Awards as revised [see above]. Mr. Doty seconded the motion which passed unanimously.

8. **2021-2022 Unified Planning Work Program (UPWP) Amendments**

Data: <https://www.bendoregon.gov/home/showpublisheddocument/49684/637553817955900000>

MPO staff members outlined the UPWP amendment process and proposed updates/changes to the 2021-2022 UPWP. Their discussion covered new projects and technical revisions or date changes.

Motion 3 (3/0/0): Ms. Schenkelberg moved approval of the UPWP amendments as presented by means of Resolution 2021-06. Ms. Perkins seconded the motion which passed unanimously.

9. **Federal Infrastructure Investment and Jobs (IIJA) Act**

Data: Draft letter to the Oregon Transportation Commission (OTC)

Mr. Deke reviewed IIJA basics, Oregon transportation funding under IIJA, questions for advisory committees and stakeholders (to provide input on how the OTC could use the increased funds through the IIJA over the next five years), and the draft letter specifying four potential priorities for projects within the MPO boundary.

Policy Board concerns included emphasizing more opportunity for local control of flexible funds, supporting roads in the City of Bend that will allow people to get in/out of affordable housing developments (motorists, bike users, pedestrians), providing additional money

through the local distribution process, and revising the draft letter to add language about allowing local governments to leverage existing transportation funds to support housing.

Mr. Bryant suggested adding that Deschutes County is one of the fastest-growing counties in Oregon.

Motion 4 (3/0/0): Ms. Schenkelberg moved approval of the draft letter to the Oregon Transportation Commission as revised. Mr. Doty seconded the motion which passed unanimously.

10. Other Business

None.

11. Public Comment

None.

12. Next Policy Board Meeting

- January 18, 2022, 12 noon-1:30 p.m. (3rd Tuesday)

13. Adjourn

With no further business, Chair Campbell adjourned the meeting at 1:49 p.m.

Additional Attachments

- News Release – Metropolitan Transportation Improvement Program Amendments for consideration at the January 2022 Policy Board meeting (Agenda Attachment C)

News Release – Public Notice

12/8/2021

 Metropolitan Transportation Improvement Program (MTIP)
 -- Public Comment period open –

The Bend Metropolitan Planning Organization (MPO) Policy Board will consider amendments to the 2021 -2024 Metropolitan Transportation Improvement Program (MTIP) upon a 20-day public comment period. *The meeting will be held on 1/18/2022.* The amendments will be considered at a public meeting of the Bend [MPO Policy Board](#). Public Comment can be provided via email to janderson@bendoregon.gov or during public comment at the Bend MPO Policy Board meeting.

Sign up to have notifications sent directly to your inbox here: <https://www.bendoregon.gov/services/advanced-components/subscribe-to-enevs> in the list, choose Bend MPO.

Summary of Amendments –

Project Key Number	Project Name	Proposed Project Total	Amendment Type	Amendment Decision Date (MPO)	Change Reason
20714	US97: Multi-Use Trail (Baker Rd. - Lava Butte)	\$5,977,172	Administrative Amendment	1/18/2022	A Right of Way (RW) phase is needed for this project to appraise property at High Desert Museum. The need for a RW phase was not identified in the original scoping of this project. The RW phase is being funded from the PE phase of this project.
21667	US20: Ward / Hamby Rd. Intersection	\$6,002,890	Full Amendment	1/18/2022	Increase Construction by \$689,890. Total project cost from \$3,900,000 to \$4,589,890 due to bid cost increased. ODOT Safety Funds used for this increase.
21229	US97 and US20 Bend North Corridor	\$121,951,613	Full Amendment	1/18/2022	Add \$13M in Right of Way (RW) from the INFRA Grant and HB2017 funds. These funds were discussed with prior amendments and approved at \$50M for HB2017 and \$60M in INFRA grant funds, grant funds have a 40% match obligation.
21489	US20: 3rd St - 15th St (Greenwood, Bend)	\$4,875,093	Full Amendment	1/18/2022	Add a total of \$1.95 Million (\$975,000 in Right of Way & Preliminary Engineering and \$975,000 for Construction) from ODOT ADA funds due to increased costs of ADA ramps along corridor.

23 CFR § 450.316 requires explicit consideration and response to public comment received during the program development process. Public, staff, agency, and other interested party comments received prior to the adoption hearing are first reviewed by staff. Comments requiring minor revisions are addressed by staff. Such comments might include requests for additional information or clarification of information. Comments on policy issues or specific projects will be considered by the Policy

Board at the public hearing. Comment received during the public hearing will be discussed at the public hearing. The Policy Board and staff will determine the most appropriate manner to respond to comments received. If significant changes to the proposed MTIP are recommended as a consequence of comments received, a revised final draft document will be resubmitted to the public for an additional review and comment period. Copies are free of charge and, upon request, will be made available in CD, print, and accessible formats. Upon request, in advance of the meeting, through any of the means listed above, every effort will be made to prepare materials in other formats and in languages other than English, and to provide interpreters in American Sign Language and other languages. Assistive listening devices and large-print materials will be available at the meeting upon request. The Central Oregon Intergovernmental Council (COIC), which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the MTIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment. Sign up to have notifications sent directly to your inbox here: <https://www.bendoregon.gov/services/advanced-components/subscribe-to-enews> in the list, choose Bend MPO.

11 January, 2022

MPO Policy Board:

Thanks for the opportunity to comment on amendments to upcoming projects.

20714: US97: Multi-Use Trail (Baker Rd. - Lava Butte)

I strongly support the addition of the ROW phase to this project.

21667: US20: Ward / Hamby Rd. Intersection

This intersection is exceedingly unsafe and the round-about and associated calming of traffic through this area will be helpful. The pedestrian and bike crossing portion of the new round-about is critical and apparently an improved design. It is important to test this new design so, if effective, it can be used in future projects. I'd like to see the new funds ensure that the pedestrian and bike crossings are fully implemented as this

21229: US97 and US20 Bend North Corridor

My concern with this project is that while bike and pedestrian facilities within the project area will be much improved, bike and pedestrian access to this area are still very limited and inadequate. Specifically,

- There is no pedestrian or bike access to cross US 20 into the project area between the crosswalk just north of Empire all the way to Robal Rd. Even the crosswalk just north of Empire is problematic because there is no warning light. With development along both the east and west sides of US 20 in this area, we should be improving access to active transportation modes. Even with the desired slowing of traffic from 45 mph to 35 mph, the volume of traffic, the width of the road, and the speed of the traffic makes crossing this road difficult. At a minimum, the signal at the crossing to the north of Empire is needed and another safe crossing is needed between Empire and Robal, probably at the entrance to Jamison on Xanthippe.
- There is no bike or pedestrian access to the project area between Empire and Cooley from the east side of the project area. Access from both those streets is uncomfortable at best, and dangerous in many senses because of the volume of traffic. With the increased growth in the northeast part of Bend and the continued development along this section of 3rd street west of the new HWY 97, it is really important to improve pedestrian and bike access to this area. Three points are of concern:
 1. Access from Cooley will be improved from the east but the bike and pedestrian access along Cooley between Highways 97 and 20 is very dangerous and needs attention.
 2. The new path from Empire north into the project area will be helpful but only if people on bikes or walking can reach the southern end of this path just north of Empire. Since pedestrian and bike access on Empire is difficult, this path will likely be underused until made more accessible.

3. There is a real need to provide bike and pedestrian access from the east between Cooley and Empire. The feasibility study for providing under the railroad and the new highway just east of the end of Robal Lane is the best chance for providing this.

I would like to see the additional funds go to additional crossings of HWY 20 between Empire and Cooley, the feasibility study and implementation of a pedestrian crossing of the railroad and the new highway east of Robal Lane, the improvement of Cooley between 3rd Street and HWY 20 for bike and pedestrian access, and improving access to the new bike path just north of Empire.

Thanks for your consideration,

David Green

david.carl.green@gmail.com

541-668-6479

Bend MPO Budget Committee - 2022		
Name	Term Start	Term End
<i>Citizen Members</i>		
Open	07/01/21	06/30/24
Open	07/01/21	06/30/24
Don Moore	07/01/19	06/30/22
Greg Bryant	7/1/2020	06/30/23
Brian Potwin	7/1/2020	06/30/23
<i>2021 Policy Board Members</i>	Jurisdiction	
Megan Perkins	City of Bend	
Rita Schenkelburg	City of Bend	
Barb Campbell	City of Bend	
Phil Chang	Deschutes County	
Bob Townsend	ODOT	

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 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>

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

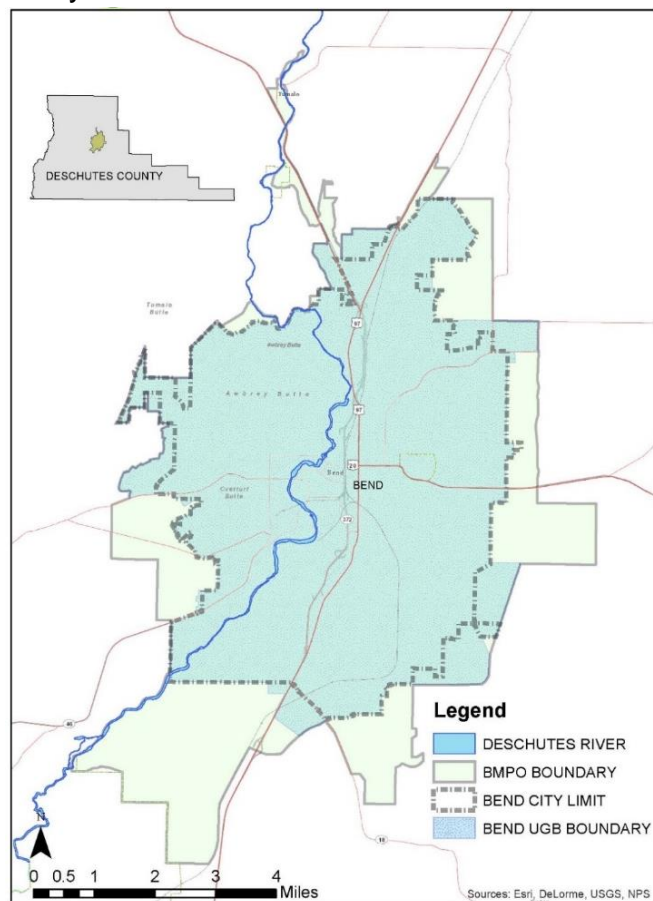
“FFY 2021 Obligation Report”

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 funds¹ 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,

¹ 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.

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

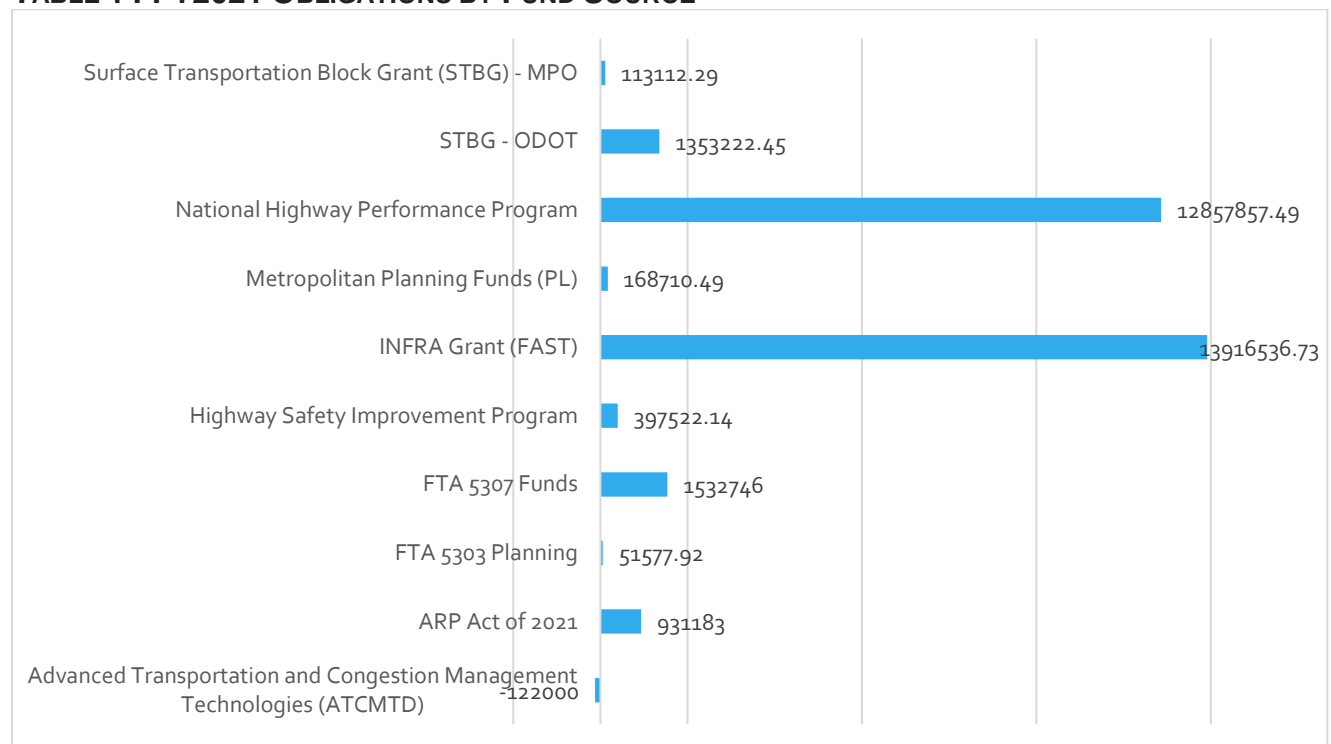


TABLE 2: FFY 2021 FEDERAL OBLIGATION SUMMARY BY FUND

FFY 2021 Fund Programs and Projects	Federal Funds Obligated and Percent of Federal Funding	
	Funding in \$	Percent
Highway Safety Improvement Program		
All Roads Transportation Safety (Bend, phase 2)	127,448	0.41%
US97: REDMOND – BEND	270,074	0.86%
INFRA Grant (FAST Act)		
US97 and US20 Bend North Corridor	14,000,000	44.75%
Metropolitan Planning Funds (PL)		
Bend MPO Planning SFY22	168,710	0.54%
National Highway Performance Program		
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%
STBG – ODOT		
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%
Surface Transportation Block Grant (STBG) – MPO		
Bend MPO Planning SFY20	(156,088)	-0.50%
Bend MPO Planning SFY22	269,200	0.86%
FTA 5307 Funds		
CET Transit in the Parks Grant for Buses/Equip	(591)	0.00%
CET Transit Operations, ADA Service, Administration, Upgrades	1,370,117	4.38%
American Recovery Plan (ARP) - Act of 2021		
Operating Assistance for CET Transit Services	931,183	2.98%
FTA 5303 Planning		
Bend MPO Planning SFY22	51,578	0.16%
Advanced Transportation and Congestion Management Technologies (ATCMTD)		
City of Bend Colorado/Arizona Couplet	(122,000)	-0.39%
Total Obligated	31,445,877	
Total Deobligated (<i>Project savings, schedule or scope changes</i>)	(325,167)	

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.			
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.	National Highway Performance Program	Construction Engineering	923,738
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.	National Highway Performance Program	Administration	868,952
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.	National Highway Performance Program	Facilities for Pedestrians and Bicycles	6,975,824
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	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.			
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 Washington and Division on 3rd Street.	National Highway Performance Program	Administration	4,935
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	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
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	841,742
19806	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
None	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.