

# Bend Metropolitan Planning Organization



**BMPO** Bend Metropolitan  
Planning Organization

## Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2022

December 2022

## 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.

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.
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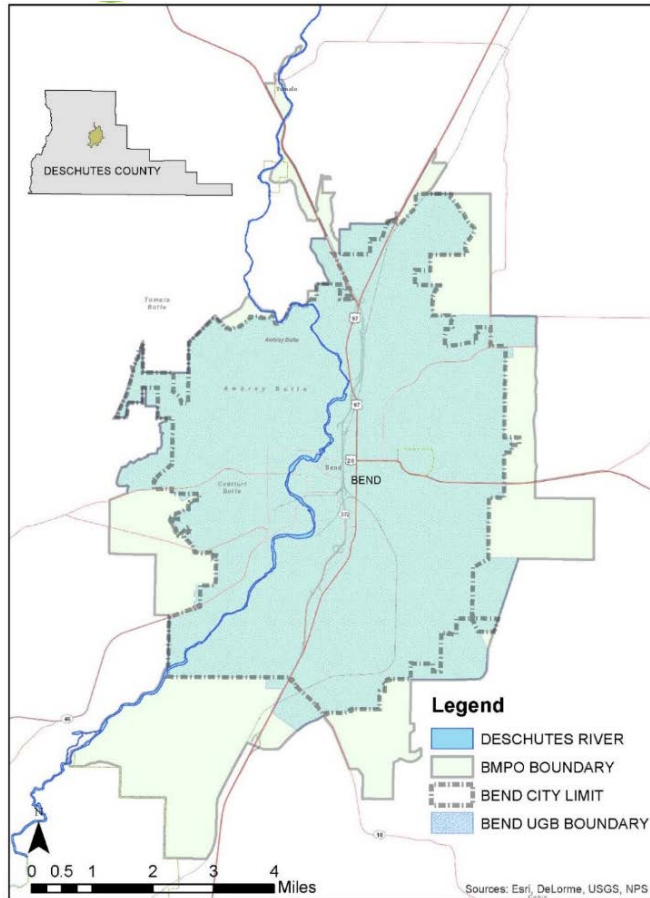
# Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2022

## Bend MPO Overview

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) 2022 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 2022 (October 1, 2021 - September 30, 2022) 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. 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).

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

## 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 22 Project Highlight: Bend North Corridor

**Bend North Corridor Improvements Overview Map**

**BICYCLE, PEDESTRIAN AND ADA IMPROVEMENTS**

- Construct multi-use paths and sidewalks, including a 12 foot wide path from Empire to Cooley Road
- Construct new marked pedestrian crossings including raised medians and Rectangular Rapid Flashing Beacons (RRFB)
- Upgrade all ADA curb ramps
- Add, upgrade, and widen bike lanes
- Add a new transit stop along Robal Lane

**ROADWAY AND INTERSECTION UPGRADES**

- Build a new section of U.S. 97 near the railroad tracks
- The current U.S. 97 becomes future 3rd Street
- Create roundabouts where U.S. 20 meets Robal Lane and Cooley Road

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

The purpose of the U.S. 97/U.S. 20 Bend North Corridor project is to implement a long-term solution to maintain a safe, efficient U.S. 97 and U.S. 20 in the north end of Bend. ODOT completed an Environmental Impact Statement in 2014 to help identify the best solution for balancing transportation needs.

ODOT and Federal Highway Administration worked with local agency partners to explore opportunities to scale down and modify the alternatives to reduce impacts, address public comments, and reduce the overall cost of the project. This effort led to an initial funding source via Oregon House Bill 2017 (Keep Oregon Moving), and was then complimented with a federal INFRA Grant for \$60.4 million in 2019. At which time, ODOT Region 4 determined to proceed with the project and identified additional funding via local and private sources.

**This resulted in an overall funding for the project of \$175 million.**

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>

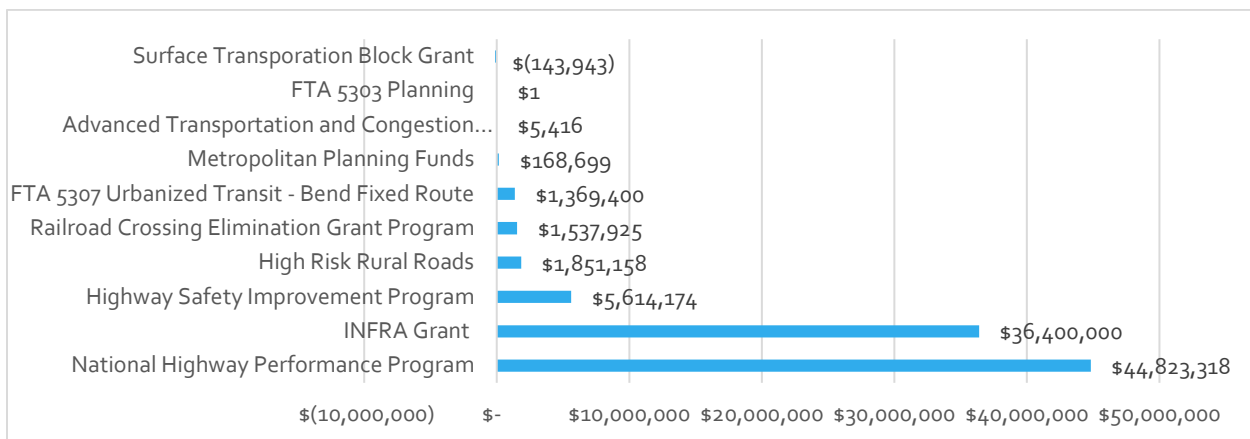
The content of this report is consistent with the project listing in the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a listing of transportation projects over a four-year period which will be funded, at least in part, with funds from the FHWA and/or FTA. The current MTIP covers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

## 2022 Federal Obligation Summary

A total of \$92,126,341 in Federal funding for transportation related projects was obligated in FFY 2022 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 totaling \$500,193 (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 2022 Federal Obligation Summary by Fund** for funding by source and project and **Table 3: FFY 2022 Federal Obligation Details** for detailed descriptions of each project by phase.

**Table 1 FFY2022 Obligations by Fund Source**



**Table 2: FFY 2022 Federal Obligation Summary by Fund**

<b>Federal Obligation Summary by Fund</b>	<b>FFY 2022 Obligated Funds</b>	<b>Percent of Obligation</b>
<b>National Highway Performance Program</b>	<b>\$ 44,823,318</b>	<b>48.92%</b>
US20 at Cooley Road (Bend)	\$ 249,001	0.27%
US20: 3rd St - 15th St (Greenwood, Bend)	\$ 273,901	0.30%
US20: Mervin Samples - Greenwood (3rd St, Bend)	\$ 3,853,539	4.21%
US20: Tumalo - Cooley Rd. (Bend)	\$ 720,151	0.79%
US97 and US20 Bend North Corridor	\$ 39,727,076	43.36%
US97: Nels Anderson Place - Romaine Village Way	\$ (349)	0.00%
<b>Nationally Significant Multimodal Freight &amp; Highway (INFRA) Grant</b>	<b>\$ 36,400,000</b>	<b>39.73%</b>
US97 and US20 Bend North Corridor	\$ 36,400,000	39.73%
<b>Highway Safety Improvement Program</b>	<b>\$ 5,614,174</b>	<b>6.13%</b>
US20: Ward / Hamby Rd. Intersection	\$ 138,525	0.15%
US97: Redmond - Bend	\$ 5,475,648	5.98%
<b>High Risk Rural Roads</b>	<b>\$ 1,851,158</b>	<b>2.02%</b>
US20: Tumalo - Cooley Rd. (Bend)	\$ 1,851,158	2.02%
<b>Railroad Crossing Elimination Grant Program</b>	<b>\$ 1,537,925</b>	<b>1.68%</b>
Revere Avenue Rail Crossing (Bend)	\$ 567,500	0.62%
US97 and US20 Bend North Corridor	\$ 970,425	1.06%
<b>FTA 5307 Urbanized Transit - Bend Fixed Route</b>	<b>\$ 1,369,400</b>	<b>1.49%</b>
FY 2021 Bend 5307 Transit Funding	\$ 1,369,400	1.49%
<b>Metropolitan Planning Funds</b>	<b>\$ 168,699</b>	<b>0.18%</b>
Bend MPO Planning SFY21	\$ (1)	0.00%
Bend MPO Planning SFY23	\$ 168,700	0.18%
<b>Advanced Transportation and Congestion Management Technologies</b>	<b>\$ 5,416</b>	<b>0.01%</b>
City of Bend Colorado/Arizona Couplet	\$ 5,416	0.01%
<b>FTA 5303 Planning</b>	<b>\$ 1</b>	<b>0.00%</b>
Bend MPO Planning SFY21	\$ 1	0.00%
<b>Surface Transportation Block Grant</b>	<b>\$ (143,943)</b>	<b>-0.16%</b>
Bend MPO Planning SFY21	\$ (355,825)	-0.39%
Bend MPO Planning SFY23	\$ 355,900	0.39%
US20: Mervin Samples - Greenwood (3rd St, Bend)	\$ (144,018)	-0.16%
US97 and US20 Bend North Corridor	\$ -	0.00%
Subtotal Obligated	92,126,341	
Subtotal Deobligated	(500,193)	
<b>Grand Total</b>	<b>\$ 91,626,148</b>	<b>100.00%</b>

**Table 3: FFY 2022 Federal Obligation Details**

<b>Project Details</b>	<b>Sum of FY2022 Obligations Amount</b>	
<b>20011</b>	<b>\$</b>	<b>2,571,309</b>
<b>US20: Tumalo - Cooley Rd. (Bend)</b>		
Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Ave and US20 and Old Bend Redmond Highway to reduce crashes making travel safer for all users. Construct an undercrossing in Tumalo for bicyclists and pedestrians.		
4R - Restoration & Rehabilitation	\$	1,630,976
Administration	\$	294,276
Construction Engineering	\$	-
Preliminary Engineering	\$	524,921
Utilities	\$	121,136
<b>20013</b>	<b>\$</b>	<b>(349)</b>
<b>US97: Nels Anderson Place - Romaine Village Way</b>		
Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.		
Administration	\$	(35)
Preliminary Engineering	\$	(315)
<b>20357</b>	<b>\$</b>	<b>5,475,648</b>
<b>US97: REDMOND - BEND</b>		
Speed feedback signs, pavement markings, lighting, signing and striping enhancements		
Administration	\$	646,785
Construction Engineering	\$	445,113
Preliminary Engineering	\$	(35,549)
Right of Way	\$	240,000
Construction	\$	4,179,300
<b>20614</b>	<b>\$</b>	<b>(355,824)</b>
<b>Bend MPO Planning SFY21</b>		
Bend MPO Planning SFY21		
Planning	\$	(355,824)
<b>21154</b>	<b>\$</b>	<b>249,001</b>
<b>US20 at Cooley Road (Bend)</b>		
Design and acquire right-of-way in preparation for construction of a roundabout.		
Administration	\$	24,676
Preliminary Engineering	\$	224,325
<b>21157, 21502</b>	<b>\$</b>	<b>5,416</b>
<b>City of Bend Colorado/Arizona Couplet ATSPM</b>		
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, Hayden Homes (Old Mill) Amphitheater and other destinations. Project is part of the ATCMTD Grant Award		
Preliminary Engineering	\$	5,416
<b>21229</b>	<b>\$</b>	<b>77,097,501</b>
<b>US97 and US20 Bend North Corridor</b>		



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

Project Details	Sum of FY2022 Obligations Amount	
<p>Realign US97 including bridge overpasses, intersection improvements at US97 and Cooley Rd., US20 and Cooley Rd., and US20 and Robal Rd. These improvements will reduce high severity crashes and improve US97 operations. Project also includes other miscellaneous improvements including pedestrian improvements, bridge deck overlays, pavement preservation, and ADA upgrades.</p>		
Administration	\$	6,300,702
Construction Engineering	\$	12,750,209
Other	\$	57,899,881
Right of Way	\$	-
Utilities	\$	146,709
<b>21483</b>	<b>\$</b>	<b>3,709,521</b>
<b>US20: Mervin Samples - Greenwood (3rd St, Bend)</b>		
<p>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.</p>		
Administration	\$	760,113
Construction Engineering	\$	413,891
Facilities for Pedestrians and Bicycles	\$	2,665,263
Preliminary Engineering	\$	(129,746)
<b>21489</b>	<b>\$</b>	<b>273,901</b>
<b>US20: 3rd St - 15th St (Greenwood, Bend)</b>		
<p>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, rehab and construction of sidewalks on Greenwood, and multiuse path between Mt Washington and Division on 3rd Street.</p>		
Administration	\$	27,143
Preliminary Engineering	\$	246,758
Right of Way	\$	-
<b>21578</b>	<b>\$</b>	<b>524,600</b>
<b>Bend MPO Planning SFY23</b>		
<p>Planning funds for projects identified in state fiscal year 2023 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).</p>		
Planning	\$	524,600
<b>21581</b>	<b>\$</b>	<b>1,369,400</b>
<b>FY 2021 Bend 5307 Transit Funding</b>		
<p>Bend Urbanized Area Transit Operations, ADA Service, Preventive Maintenance, Project Administration, Security System Upgrades</p>	\$	13,700
<p>FY 2021 Section 5307 - Operations, ADA Service, Preventive Maintenance, Project Administration, Security System Upgrades</p>	\$	1,355,700
<b>21667</b>	<b>\$</b>	<b>138,525</b>
<b>US20: Ward / Hamby Rd. Intersection</b>		

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

Project Details	Sum of FY2022 Obligations Amount	
Intersection safety improvements to reduce crashes and improve system operations for travelling public.		
Administration	\$	13,728
Construction Engineering	\$	-
Preliminary Engineering	\$	124,798
Safety	\$	-
<b>22607</b>	<b>\$</b>	<b>567,500</b>
<b>Revere Avenue Rail Crossing (Bend)</b>		
Planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.		
Administration	\$	67,500
Planning	\$	500,000
<b>FFY 2022 Obligation Total</b>	<b>\$</b>	<b>91,626,148</b>

**Table 4: Federal Fund Code and Description**

Fund Code	Description
Advanced Transportation and Congestion Management Technologies Deployment	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.
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%.
High Risk Rural Roads	The High Risk Rural Roads Program (HRRRP) was established through a set aside from each State's apportionment of Highway Safety Improvement Program (HSIP) funds for construction and operational improvements on high risk rural roads. High Risk Rural Roads are defined in 23 USC 148(a)(1) as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan." The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a Special Rule for high risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA), and requires a State to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases.
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.
INFRA Grant	The freight-focused Infrastructure for Rebuilding America (INFRA) grant program is a competitive grant program for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
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.
National Highway Performance Program	The National Highway Performance Program (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.
Railroad Crossing Elimination Grant Program	This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. This program was authorized in Section 22305 of the IIJA. 49 U.S.C. § 22909.

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

<p>Surface Transportation Block Grant (STBG) - ODOT</p>	<p>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).</p>
<p>STBG - MPO</p>	<p>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 approximately \$1.5 million per year. These funds are programmed for eligible projects within the MPO by the Policy Board.</p>