
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: February 23, 2023
Time: 3:30 – 5:00 pm
Location: **Hybrid meeting**

In-Person Location: ODOT Region 4, Building M, 63055 N. Highway 97, Bend, Baney Conference Room (use the DMV entrance via Mervin Sampels Road and Bldg M will be straight ahead)

Virtual Option: Register for this meeting using the following link: https://bendoregon.gov.zoom.us/webinar/register/WN_p8j3pSOtQeEuwy0xFQA8w

After registering, you will receive a confirmation email with a link to joining the meeting

To join by Phone: 888-788-0099 (Toll Free), Enter webinar ID: 827 0603 4104 and 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 Option: <https://www.youtube.com/live/Wi2qG08Ykrq?feature=share>

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

1. **Call to Order & Introductions** **Chair Campbell**
2. **Hybrid Meeting Guidelines** **Jovi Anderson**
3. **Public Comment** **Chair Campbell**

Action Items

4. **Elect Chair and Vice-Chair** **Chair Campbell**

Background: The Policy Board Bylaws state that the Policy Board shall elect the Chair and Vice Chair at the second meeting of the calendar year to serve for that year.

Attachments: None

Action Requested: Election of officers for calendar year 2023

Recommended Language for Motion: I move that (name) serve as Chair and (name) serve as Vice Chair of the Policy Board for 2023

5. Annual Financial Report Presentation Janette Townsend, City of Bend

Background: An audit of the BMPO’s governmental activities and major funds is prepared each year. The audit of the year ending June 30, 2022, was recently completed. Staff will provide an overview of the audit.

Attachments: None. The report is posted on the following link: <https://www.bendoregon.gov/home/showpublisheddocument/54584/638066925245970000>

Action Requested: Review and accept the annual financial report

Recommended Language for Motion: I move acceptance of the 2021-2022 annual financial report

6. Meeting Minutes Chair

Review and approve the January 17, 2023, Policy Board (**Attachment A**) draft meeting minutes.

Recommended Language for Motion: I move approval of the January 17, 2023, Policy Board draft meeting minutes as presented.

7. Review Meeting Date and Time Chair & Tyler Deke

Background: A new meeting date and time may be needed for Board meetings.

Action Requested: Confirm meeting date and time for the next 3 meetings, and possibly the remainder of the calendar year

8. 2021-24 Metropolitan Transportation Improvement Program (MTIP) Amendment Jovi Anderson

Background: An amendment is proposed to the 2021-2024 MTIP. The amendment was 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 amendment.

Attachments: Summary of proposed MTIP amendment (**Attachment B**)

Action Requested: Review and consider approval of the proposed amendment

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

9. Oregon MPO Consortium Legislative Priorities Chair & Tyler Deke

Background: At its October meeting, the Oregon MPO Consortium (OMPOC) began discussing potential legislative priorities for the upcoming state legislative session. The Consortium did not take any action but asked each MPO Board to discuss potential priorities. At its March 20 meeting, OMPOC will take action to endorse a list of priorities and discuss opportunities for

engagement during the legislative session. This will be a continuation of the Policy Board discussion from the November and January meetings.

Attachments: None. Information will be distributed during the meeting.

Action Requested: Review draft OMPOC priorities. Provide direction to Chair Campbell about the OMPOC priorities as well as local priorities.

10. Federal COVID Funding Tyler Deke, Andrea Napoli and Local Agency Staff

Background: The “Consolidated Appropriations Act, 2021” was approved in December 2020 and included significant COVID related funding. From that legislation, approximately \$1.5 million was allocated to the Bend MPO. Through several discussions with the Chair and full Board over the past 18 months, staff have investigated possible project options. Staff will provide an update on those project options.

Attachments: None. Information may be distributed at the meeting.

Action Requested: Discuss project options and provide direction to staff on next steps to allocate the funds.

Information Items

11. Annual Listing of Federally Funded Transportation Projects Jovi Anderson

Background: The Bend MPO is required to publish an “Annual Obligation Report”. The report includes all projects and programs for which federal transportation funds were obligated in the prior Federal Fiscal Year for the Bend MPO area.

Attachments: Federal Fiscal Year 2022 Annual Listing of Federally Funded Projects **(Attachment C)**

Action Requested: None. Information Item

12. Other Business Chair & Staff

- The next meeting of the Policy Board is tentatively scheduled for March 30th at 3:30 pm
- Federal Carbon Funding

13. Public Comment Chair

14. Adjournment

**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 Tyler Deke no later than 24 hours in advance of the meeting at (541) 633-9298 or tdeke@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.



Policy Board

Draft Minutes

January 17, 2023

Deschutes Services Center
1300 NW Wall Street, DeArmond Room (1st Floor)
Bend, Oregon

Link to meeting: <https://youtu.be/ErBEItBqYSI>

Present during the meeting (in person and virtually) were:

Policy Board Members: **BMPO Chair** Barb Campbell, Megan Perkins, *Mayor Melanie Kebler absent, Bend City Councilors;* **BMPO Vice-Chair** Phil Chang, *Deschutes County Commissioner;* Bob Townsend, *ODOT Region 4 Area Manager*

Policy Board Alternates: David Abbas, *City of Bend Transportation and Mobility Director;* Chris Doty, *Deschutes County Road Department Director;* Rick Williams, *ODOT Region 4 Principal Planner;* David Amiton, *ODOT Region 4 Planning Manager*

MPO Staff: Jovi Anderson, *Program Coordinator;* Tyler Deke, *Manager*

Visitors: Cameron Prow, *typeWritell (contractor/meeting recorder);* Dorinne Tye; Greg Bryant, *Deschutes River Woods, BMPO Technical Advisory Committee (TAC);* Jenny Umbarger, *City of Bend Growth Management;* John Heylin

Media: None

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

1. **Call to Order and Introductions**

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:05 p.m., Tuesday, January 17, 2023, with a quorum of member jurisdictions present (3 of 3).

2. **Hybrid Meeting Guidelines**

Ms. Anderson reviewed the meeting guidelines.

3. **Public Comment**

None.

ACTION ITEMS

4. **Meeting Minutes**

Materials: December 13, 2022, Policy Board draft meeting minutes (Agenda Attachment A)

Motion 1 (3/0/0): Ms. Perkins moved approval of the December 13, 2022, Policy Board draft meeting minutes as presented. Mr. Chang seconded the motion which passed unanimously.

5. **Community Member Advisory Committee Appointments**

Materials: List of applicants (Agenda Attachment B)

Mr. Deke outlined the application process for filling community (resident or citizen) member vacancies on the BMPO Technical Advisory Committee (TAC) and BMPO Budget Committee. Chair Campbell and Ms. Perkins met with staff recently to review the

applications submitted: Aryn Seilor for the Budget Committee and Greg Bryant, Louis Capozzi, and Richard Ross for the Technical Advisory Committee (TAC).

Policy Board concerns included community member terms, whether the same community member should/could serve on both the Budget Committee and the TAC, opportunities for more community involvement, committee member eligibility, whether the TAC could accept more members, and potential bylaw changes.

Motion 2 (3/0/0): Mr. Chang moved approval of Greg Bryant to serve a 3-year term on the Technical Advisory Committee. Ms. Perkins seconded the motion which passed unanimously.

Chair Campbell thanked Mr. Bryant for his service to the Bend MPO.

Motion 3 (3/0/0): Ms. Perkins moved approval of Aryn Seiler to serve a 3-year term on the Budget Committee. Mr. Chang seconded the motion which passed unanimously.

Following discussion, the Policy Board directed staff to overhaul the charter to add functions to Technical Advisory Committee members and to look at expanding the TAC.

6. **Oregon MPO Consortium (OMPOC) Legislative Priorities**

Materials: Final Draft of Project Eligibility Criteria for the Small Urban and Rural Program December 2022. *Discussion continued from November 15, 2022, Policy Board meeting.*

Mr. Deke reviewed a draft list of potential legislative priorities OMPOC is considering for the 2023 Oregon legislative session. OMPOC is expected to endorse a set of priorities at its February 3, 2023, meeting and to discuss opportunities for engagement.

Policy Board concerns included which legislative priorities deserved support, equity considerations, speed limit enforcement, legality and impact of expanding photo radar usage, Bend MPO only Oregon MPO on the US 97 corridor, and potential to re-establish a fund exchange program. Chair Campbell stated the City of Bend was applying to become a fund-exchange organization. Following discussion, Policy Board members agreed to support the following OMPOC legislative priorities:

- Expand photo radar to all cities
- Increase flexibility for local speed-setting authority
- Increase Safe Routes to School funding
- Expand “Great Streets” programs and increase funding for upgrades to state-owned arterials
- Sustainable funding to preserve the State Fund Exchange Program
- Create authority for counties to charge cost recovery fees for permits issued to utilities to work in the rights-of-way.
- Funding to address ODOT’s Operations & Maintenance budget shortfall issues.
- Funding for: multi-modal transportation projects, planning to meet climate rules, safety projects, projects that improve transportation system resiliency, and projects that improve transit access.

Chair Campbell reported she is the OMPOC Chair for 2023.

INFORMATIONAL ITEMS

7. Other Business

- February 21, 2023, 12 noon (**3rd** Tuesday) – hybrid meeting (in person and virtually) – lunch will be provided to in-person attendees.

8. Public Comment

John Heylin expressed a safety concern about one-way traffic issues at the Sizemore Street/Colorado Avenue intersection. Twice in the last week, a motorist turned into the Market of Choice grocery store from the right lane instead from the left lane.

9. Adjourn

With no further business, Chair Campbell adjourned the meeting at 12:49 p.m.

News Release – Public Notice

Posted

1/24/2022

Metropolitan Transportation Improvement Program (MTIP)

-- Public Comment period open --

The Bend Metropolitan Planning Organization (MPO) Policy Board will discuss these amendments in the February meeting. *The meeting will be held on 2/21/2023.* 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-eneus> in the list, choose Bend MPO.

Summary of Amendments –

Project Key Number	Project Name	Proposed Project Total	Amendment Type	Change Reason
22442	Sisters and Bend curb ramps	\$17,633,346	Full Amendment	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA). Bend - 150 ramp replacements on portions of US20 & US97 in Bend that were not included in ramp upgrades as part of recent ODOT Projects) Sisters - 76 ramp replacements on US20 through Sisters) Increase the Construction phase estimate by \$8,591,030, adding ADA program funds. Project total increasing from \$9,042,316 to \$17,633,346. See project details: https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22442

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.

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 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.

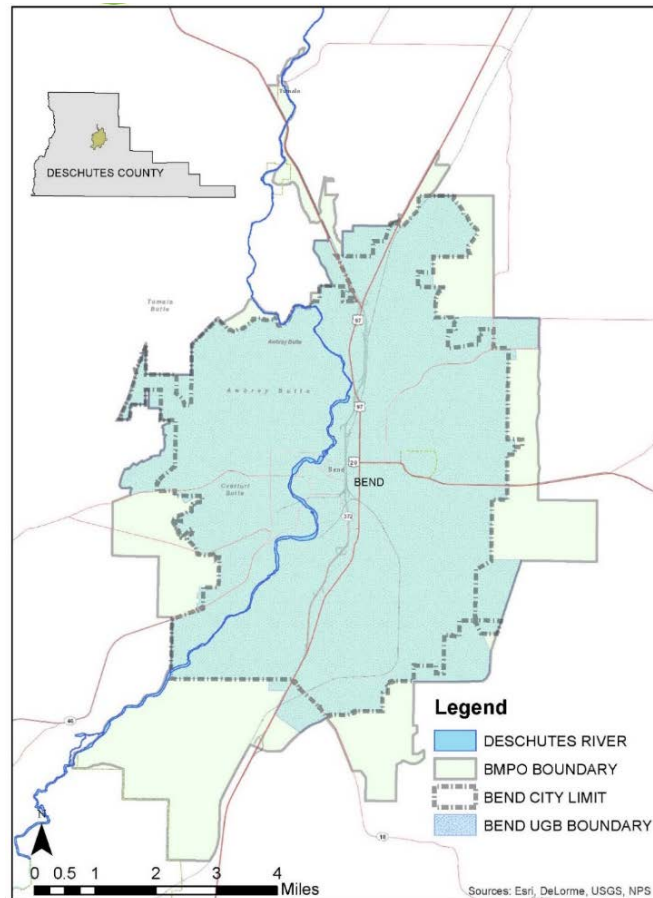
The BMPO is responsible for planning, programming, and coordinating federal transportation improvement investments within the area and serves as a forum for cooperative transportation decision making. To achieve this objective of regional transportation planning, the BMPO has developed important partnerships 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).

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 funds¹ 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).

FIGURE 1 BEND MPO BOUNDARY



¹ 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.

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

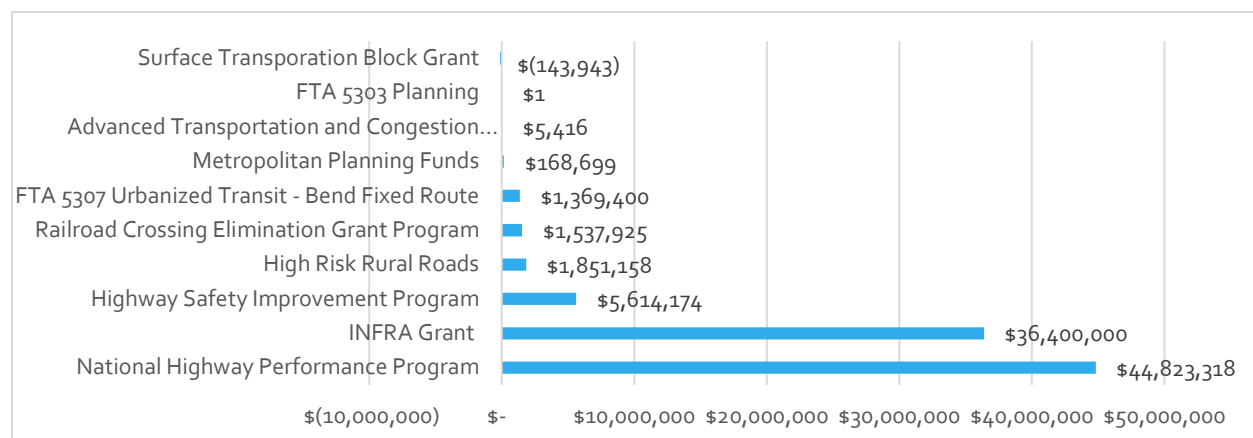


Table 2: FFY 2022 Federal Obligation Summary by Fund

Federal Obligation Summary by Fund	FFY 2022 Obligated Funds	Percent of Obligation
National Highway Performance Program	\$ 44,823,318	48.92%
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%
Nationally Significant Multimodal Freight & Highway (INFRA) Grant	\$ 36,400,000	39.73%
US97 and US20 Bend North Corridor	\$ 36,400,000	39.73%
Highway Safety Improvement Program	\$ 5,614,174	6.13%
US20: Ward / Hamby Rd. Intersection	\$ 138,525	0.15%
US97: Redmond - Bend	\$ 5,475,648	5.98%
High Risk Rural Roads	\$ 1,851,158	2.02%
US20: Tumalo - Cooley Rd. (Bend)	\$ 1,851,158	2.02%
Railroad Crossing Elimination Grant Program	\$ 1,537,925	1.68%
Revere Avenue Rail Crossing (Bend)	\$ 567,500	0.62%
US97 and US20 Bend North Corridor	\$ 970,425	1.06%
FTA 5307 Urbanized Transit - Bend Fixed Route	\$ 1,369,400	1.49%
FY 2021 Bend 5307 Transit Funding	\$ 1,369,400	1.49%
Metropolitan Planning Funds	\$ 168,699	0.18%
Bend MPO Planning SFY21	\$ (1)	0.00%
Bend MPO Planning SFY23	\$ 168,700	0.18%
Advanced Transportation and Congestion Management Technologies	\$ 5,416	0.01%
City of Bend Colorado/Arizona Couplet	\$ 5,416	0.01%
FTA 5303 Planning	\$ 1	0.00%
Bend MPO Planning SFY21	\$ 1	0.00%
Surface Transportation Block Grant	\$ (143,943)	-0.16%
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)	
Grand Total	\$ 91,626,148	100.00%

Table 3: FFY 2022 Federal Obligation Details

Project Details	Sum of FY2022 Obligations Amount	
20011	\$	2,571,309
US20: Tumalo - Cooley Rd. (Bend)		
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
20013	\$	(349)
US97: Nels Anderson Place - Romaine Village Way		
Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.		
Administration	\$	(35)
Preliminary Engineering	\$	(315)
20357	\$	5,475,648
US97: REDMOND - BEND		
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
20614	\$	(355,824)
Bend MPO Planning SFY21		
Bend MPO Planning SFY21		
Planning	\$	(355,824)
21154	\$	249,001
US20 at Cooley Road (Bend)		
Design and acquire right-of-way in preparation for construction of a roundabout.		
Administration	\$	24,676
Preliminary Engineering	\$	224,325
21157, 21502	\$	5,416
City of Bend Colorado/Arizona Couplet ATSPM		
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
21229	\$	77,097,501
US97 and US20 Bend North Corridor		

Project Details	Sum of FY2022 Obligations Amount	
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.		
Administration	\$	6,300,702
Construction Engineering	\$	12,750,209
Other	\$	57,899,881
Right of Way	\$	-
Utilities	\$	146,709
21483	\$	3,709,521
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.		
Administration	\$	760,113
Construction Engineering	\$	413,891
Facilities for Pedestrians and Bicycles	\$	2,665,263
Preliminary Engineering	\$	(129,746)
21489	\$	273,901
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, rehab and construction of sidewalks on Greenwood, and multiuse path between Mt Washington and Division on 3rd Street.		
Administration	\$	27,143
Preliminary Engineering	\$	246,758
Right of Way	\$	-
21578	\$	524,600
Bend MPO Planning SFY23		
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).		
Planning	\$	524,600
21581	\$	1,369,400
FY 2021 Bend 5307 Transit Funding		
Bend Urbanized Area Transit Operations, ADA Service, Preventive Maintenance, Project Administration, Security System Upgrades	\$	13,700
FY 2021 Section 5307 - Operations, ADA Service, Preventive Maintenance, Project Administration, Security System Upgrades	\$	1,355,700
21667	\$	138,525
US20: Ward / Hamby Rd. Intersection		

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	\$	-
22607	\$	567,500
Revere Avenue Rail Crossing (Bend)		
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
FFY 2022 Obligation Total	\$	91,626,148

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.

Surface Transportation Block Grant (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).
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 approximately \$1.5 million per year. These funds are programmed for eligible projects within the MPO by the Policy Board.