
AGENDA
Bend Metropolitan Planning Organization
Technical Advisory Committee Meeting

Date: May 4, 2022

Time: 10:00 – 11:00 am

Location: Virtual meeting. Participation information is provided below:

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

https://bendoregon.gov.zoom.us/webinar/register/WN_SNiJ0QK_QKKiZxYz6OfIlg

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

YouTube Stream Option: <https://youtu.be/CKc-cqYVrHI>

Phone Option: 1-888-788-0099, Webinar ID: 831 5290 9895, Passcode: bmpo

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

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

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

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

1. Call Order & Introductions Tyler Deke

2. Virtual Meeting Guidelines Jovi Anderson

Action Items

3. Review and approve March 2, 2022 (Attachment A) draft meeting summary
Tyler Deke

Recommended Language for Motion: I move approval of the April 6, 2022 meeting summary as presented.

4. Distribution of Surface Transportation Block Grant (STBG) Funds...Andrea Napoli

Background: This topic was brought to the TAC as a discussion-only item at their April meeting, and is returning for a recommendation.

In April 2020, the Policy Board adopted the FY 2021-24 Metropolitan Transportation Improvement Program (MTIP), which established percentages for how estimated annual allocations of the MPOs STBG funds would be distributed for FY 2021-2024 funds, as shown below:

- 60% to City of Bend Streets for maintenance/preservation
- 15% to a competitive project application process
- 25% to MPO planning

The Policy Board will be revisiting the distribution for additional FY 2022-2024 STBG funds expected, and for the annual allocation estimates for FY 2025-2027 STBG funds associated with the next MTIP.

Attachments: Memo (**Attachment B**)

Action Requested: Recommendation on distribution of STBG funds to the BMPO Policy Board.

Informational Items

5. Bikeshare Update..... Tobi Marx, City of Bend

Background: A bikeshare system was operational in Bend from 2016 to 2020. The Policy Board approved funding to the City of Bend in 2021 to purchase bikes and restart the system. City staff will provide an update on the status of the program.

Attachments: None.

Action Requested: None. Information item.

6. Member Roundtable

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

7. Public Comment..... Tyler Deke

8. Next TAC meeting

The next meeting of the Bend MPO TAC is scheduled for June1, 2022 at 10 a.m.

9. Adjourn

Additional Attachments

2021-24 Metropolitan Transportation Improvement Program (MTIP) - Upcoming Amendments (**Attachment C**)



Accessible Meeting Information

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

DRAFT
BEND METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Virtual Meeting – Summary
April 6, 2022

YouTube video link: <https://youtu.be/Biw2seNip2A>

1. Call to Order and Introductions

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10 a.m., Wednesday, April 6, 2022, with a quorum present (9 of 12). Andrea Breault of Cascades East Transit arrived at 10:20 a.m., after approval of the March 2, 2022, meeting summary. Those attending were:

TAC Voting Members

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

Ex Officio Members

Bend Metropolitan Planning Organization (BMPO) Manager Tyler Deke
 Federal Highway Administration (FHWA): Rachael Tupica
Federal Transit Administration (FTA): absent
 Oregon Department of Land Conservation/Development (DLCD): Angie Brewer

BMPO Staff

Andrea Napoli, *Senior Planner*
 Jovi Anderson, *Program Coordinator*

Visitors

Cameron Prow, *TYPE-Write II* (minutes consultant)
 Ariel Mendez (he)
 Bill Holstrom, *DLCD*
 Cody Meyer, *DLCD*
 Evan Manvel, *DLCD*
 Gary Vodden
 Kevin Young, *DLCD*
 Sara Anselment
 Theresa Conley, *ODOT Public Transit Division*

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

2. Virtual Meeting Guidelines

Ms. Anderson reviewed the online meeting guidelines.

ACTION ITEM**3. Review and Approve TAC Meeting Summary**

Data: March 2, 2022 (Agenda Attachment A), Draft Meeting Summary

Motion 1 (9/0/0): Mr. Williams moved approval of the March 2, 2022, draft meeting summary as presented. Mr. Stroud seconded the motion which passed unanimously.

INFORMATIONAL ITEMS**4. Climate-Friendly and Equitable Communities Rule-Making**

Data: Climate Friendly & Equitable Communities Overview (Agenda Attachment B). Information about the rule-making process may be viewed at:

<https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>

Mr. Manvel, assisted by other DLCDC staff (Bill Holstrom, Cody Meyer, Kevin Young), provided an overview of the rule-making process including community engagement, local impacts, and schedule.

TAC concerns included how target development levels are measured in mixed-use areas, whether an urban growth boundary expansion proposal prior to adoption of the new climate-friendly/equitable communities rules will have to address impact of the new rules, if DLCDC will provide model code or leave it up to individual jurisdictions on how to implement the new rules, if cities will have to meet DLCDC performance requirements, unintended consequences on Bend workers commuting from outlying areas, example of an existing development that could meet the 40 jobs-and-40 homes condition, resolving logic loops in the revised Transportation Planning Rule (TPR) prior to adoption, whether DLCDC reviewed the Bend urban renewal district plan adopted a few years ago, need to be more aggressive in reducing greenhouse gas emissions, rule-making timeline, public review (date the final rules will be available, written or oral testimony, length of time available before the adoption hearing), time allowed for public comments on the final rules seems inadequate for the scope of changes, how greenhouse gas emissions will be measured, and Bend's proportionate share of greenhouse gas emissions.

Mr. Mendez asked if cities will be required to adopt all DLCDC recommendations and how the new rules will be enforced.

5. Distribution of Surface Transportation Block Grant (STBG) Funds

Data: Memo (Agenda Attachment C)

Ms. Napoli outlined the background of the Policy Board's decision process on how to allocate STBG funds since April 2020, potential scenarios for consideration, and next steps. No formal TAC recommendation is needed today. However, TAC feedback on distribution of STBG funds for estimated annual "additional" amounts for Fiscal Years (FY) 2022-2024 and estimated annual allocations for FY 2025-2027 would be helpful.

TAC discussion covered the Policy Board's rationale for the current STBG annual allocation process (60% City street maintenance/preservation program, 15% competitive application process, 25% Bend MPO planning/operations/reserve), shifting more STBG dollars to BMPO planning, whether it's common for MPOs to allocate planning funds for street preservation, reducing the street preservation allocation to 50% and directing more STBG dollars to the competitive application process, if it's possible to split the pavement preservation allocation into two buckets (1 for streets, 1 for bike/pedestrian facilities), adjusting the percentage of STBG allocations based on specific needs, and the importance of asphalt preservation for bike users and pedestrians.

6. Member Roundtable

None.

7. Public Comment

None.

8. Next TAC Meeting

- May 4, 2022, 10 a.m. (**1st** Wednesday)

Bend MPO Budget Committee Meeting

- April 7, 2022, 12 noon (**1st** Thursday) – Budget materials may be viewed at:
<https://www.bendoregon.gov/mpobudget>

9. Adjourn

There being no further business, Mr. Deke adjourned the meeting at 11:37 a.m.



MEMO

TO: BEND MPO TECHNICAL ADVISORY COMMITTEE (TAC)

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: APRIL 27, 2022

RE: DISTRIBUTION OF SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS

Topic

The Policy Board will be revisiting the distribution of STBG funds for the ‘additional’ FY 2022-2024 dollars (*resultant of updated ODOT estimates*) and for estimated annual allocations for FY 2025-2027 STBG funds (*associated with the development of the Bend MPO’s next Metropolitan Transportation Improvement Program (MTIP)*).

Request

TAC recommendation to Bend MPO Policy Board.

Background

In April 2020, the Policy Board adopted the FY 2021-24 MTIP, which established percentages for how **estimated** annual allocations of the MPOs STBG funds would be distributed for FY 2021-2024 funds, as shown in the bullets and Table 1, below.

- 60% to City of Bend Streets for maintenance/preservation
- 15% to a competitive project application process
- 25% to MPO required planning

Table 1: Previously Approved FY 2021-2024 STBG Distribution Percentages

Annual STBG Estimated Allocation to BMPO: \$1,205,000 (for Fiscal Years 2021-2024)			
Project Name	Percent of annual funding	Annual Amount - <i>Estimated</i>	Entity
Maintenance (Preservation & ITS)	60%	723,000	City of Bend
Competitive Project Application Process	15%	180,750	Varies
Bend MPO Required Planning	25%	301,250	Bend MPO
TOTAL:	100%	\$1,205,000	

Current Situation

For the development of the next MTIP (for FY 2025-2027 STBG funds) and ahead of the next competitive project application cycle (Fall 2022), the Policy Board will be presented with funding scenarios, asking how they would like to distribute both the:

- estimated “additional” funds applicable to fiscal years 2022-2024; **AND**

- the estimated annual STBG allocations for fiscal years 2025-2027.

Table 2: Additional and Future STBG Funds

Estimated 'Additional' STBG Funds			Estimated Future STBG Allocations		
2022	2023	2024	2025	2026	2027
+\$332,700	+\$359,000	+\$385,800	\$1,618,200	\$1,646,100	\$1,674,500



FY 2021-2024 MTIP
 • 'ADDITIONAL' AMOUNTS
 (BASED ON REVISED ODOT ESTIMATES)

FY 2024-2027 MTIP
 • 2025-2027 ARE FUTURE ALLOCATION ESTIMATES
 • 2024 IS OVERLAPPING REPORTED YEAR FROM PRIOR MTIP

Summary of Competing Needs for the Use of STBG Funds

- City of Bend Streets Dept., Maintenance and Preservation
- MPOs competitive project application process
 - Prior call for projects: Total requested = \$1.6M, Total available = \$774k
- Planning work from DLCD Climate Friendly and Equitable Communities Rulemaking
- Bend MPO items
 - Required MPO planning efforts
 - Data collection
 - Staffing / consultants
- ODOT Region 4 planning support gaps

Scenario Examples for Policy Board:

- Continue similar percentage splits approved in 2020 as shown in Table 1 (60% to City, remaining to MPO required and other planning efforts, competitive application process, and reserve) to all funding years/amounts shown in Table 2.
- 2022 - 2024 "additional" funds to MPO planning, competitive application process, and reserve, **AND**:
 - For estimated future allocations (FY 2025-2027):
 - Freeze City of Bend Streets at previously approved \$723,000/year with remaining to MPO required and other planning efforts, competitive application process, and reserve.
- 2022 - 2024 "additional" funds to MPO planning, competitive application process, and reserve, **AND**:
 - For estimated future allocations (FY 2025-2027):
 - Apply other annual dollar amount or percentage to City of Bend Streets with remaining amount going to MPO required and other planning efforts, competitive application process, and reserve.

Suggested Language for Motion: "I move to recommend approval of Scenario ___, as presented / revised to the Policy Board."

News Release – Public Notice

4/27/2022

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 5/17/2022.* 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
21229	US97 and US20 Bend North Corridor	\$174,747,128	Full Amendment	4/17/2022	Increase funding for the <i>US97 and US20 Bend North Corridor</i> project (KN: 21229) by \$52,795,515
21578	Bend MPO Planning SFY23	\$961,333.13	Administrative Amendment	N/A	Update funding to adopted Bend MPO Unified Planning Work Program and ODOT estimates for funding in FY23 from July1, 2022 – June 30, 2023.

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-enevs> in the list, choose Bend MPO.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: April 5, 2022

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: Agenda XX – Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for the *US97 and US20 Bend North Corridor* project (K21229)

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to increase funding for the *US97 and US20 Bend North Corridor* project (KN: 21229) by \$52,795,515

- \$9,866,320 from the city of Bend
- \$1,000,000 from the Statewide Rail Crossing program
- \$7,000,000 from the Region 4 Fix It program
- \$5,500,000 from Private Development
- \$29,429,195 from Enhance Highway

Proposed Project Funding Breakdown

Work Phase	STIP Year	Current STIP Amounts	Proposed STIP Amounts
PE – Preliminary Engineering	2020	\$5,000,000	\$3,050,000
RW – Right of Way	2019	\$53,220,000	\$53,220,000
UR – Utility Relocation	2022	\$0	\$163,500
CN - Construction	2022	\$63,731,613	\$117,713,628
OT – Other	2022	\$0	\$600,000
TOTALS		\$121,951,613	\$174,747,128

Background:

The *US97 and US20 Bend North Corridor* project will improve US97 and US20 operations and reduce high severity crashes along US97 and US20 on the north end of Bend. The project will realign US97 and include grade separation between Cooley Rd. and US97. The project will make improvements to US20 by widening the roadway, and installing multi-lane roundabouts at the US20/Cooley Road and US20/Robal Road intersections. The project also includes pedestrian improvements, multi-use path improvements, pavement preservation, and ADA upgrades.

This project was previously endorsed by the Commission as a \$133,400,000 million project in October of 2019 with the following estimated financial breakdown.

- INFRA Grant Award \$60,400,000
- HB2017 Earmark \$50,000,000
- City of Bend \$5,000,000
- Deschutes County \$5,000,000
- Private Development \$2,700,000
- ODOT Funds \$10,300,000

Project Timeline:

Concept Plans	Summer 2019
Right of Way Acquisition	Spring 2020
Design-Build RFP	Fall 2021
Design-Build Contract NTP	June 2022
Construction Begins	Fall 2022
Scheduled Construction Completion	Fall 2024

Current Situation:

ODOT has applied the Design-Build contracting method in order to meet the construction obligation requirements of 2022 set forth in the INFRA Grant. ODOT has worked through the Design-Builder selection process and has identified a contractor, and a final price for construction. The total construction breakdown is included below:

Total Construction Authorization	\$117,713,628
Contract Bid Amount	\$102,619,100
Anticipated Items	\$885,000
Construction Engineering	\$6,000,000
Contingency	\$8,209,528

With this finalized construction amount the total project budget need is now \$174,747,128. Included below are the major factors that contributed to the approximately \$41,300,000 increase from the original \$133,400,000:

- Original Grant Funding Gap \$6,300,000 – ODOT had requested \$66,700,000 million from the INFRA Grant but was only awarded \$60,400,000 million
- Right of Way Increase of \$20,000,000 – This increase can be attributed to significant property value increases in Central Oregon, well beyond anticipated in 2019.
- Construction Cost Increases/Inflation of \$10,000,000 – The original estimates were based on 2017 prices versus the 2022-2024 inflated construction prices experienced in Central Oregon and across the state.
- Added Scope – Additional intersection and utility improvements within the project were added, though they are matched by additional contributions from private development and the City of Bend.

Included below is the total budget breakdown proposed for the project by funding source.

Funding Source	Amount
INFRA Grant Award	\$60,400,000
HB2017	\$50,000,000
Deschutes County	\$5,000,000
City of Bend	\$14,866,320
R4 Fix-It	\$7,966,055
Statewide Bridge Fix-It	\$585,558
Statewide Rail Crossing	\$1,000,000
Private Development	\$5,500,000
Enhance Highway*	\$29,429,195
TOTAL	\$174,747,128

*Breakdown of \$29,429,195 of Enhance Highway funding sources –\$15 million advanced from the 24-27 Enhance Program (this project is currently ranked highest statewide among proposals in the current ODOT selection process), and \$14,429,195 from IJJA Flex Funding.

This current budget amount is very reliable as ODOT has minimized project risk by making a substantial investment in preliminary engineering, performed significant cost validation, completed a majority of the right-of-way appraisals and acquisition, and is in possession of the final itemized construction proposal mounts from the contractor due to the Design-Build contracting method.

Although the increase is significant from 2019, the local partnerships have also grown, with total current partnership amounts as follows:

External Partner	Original Contribution	Final Contribution
Deschutes County	\$5,000,000	\$5,000,000
City of Bend	\$5,000,000	\$14,866,320
Private Development	\$2,700,000	\$5,500,000
TOTAL	\$12,270,000	\$25,366,320

Options:

1. (Recommended) Approve, ODOT will proceed with the project per the changes requested.
2. Deny approval, ODOT will not award the Design Build Contract creating uncertainty around INFRA Grant, HB2017 Earmark, and other partner contributions. Delaying or cancelling the project does not resolve the significant congestion, safety, and access issues this project would resolve.

Attachments:

- Attachment 1 – Key 21229 Vicinity Map
- Attachment 2 – Key 21229 Location Map

Oregon Transportation Commission
(date letter to be signed)
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Copies to:

Mac Lynde
Miranda Wells
Gabriela Garcia

Jeff Flowers
Chris Malm
Travis Brouwer

Gary Farnsworth
Tana Libby
Cooper Brown

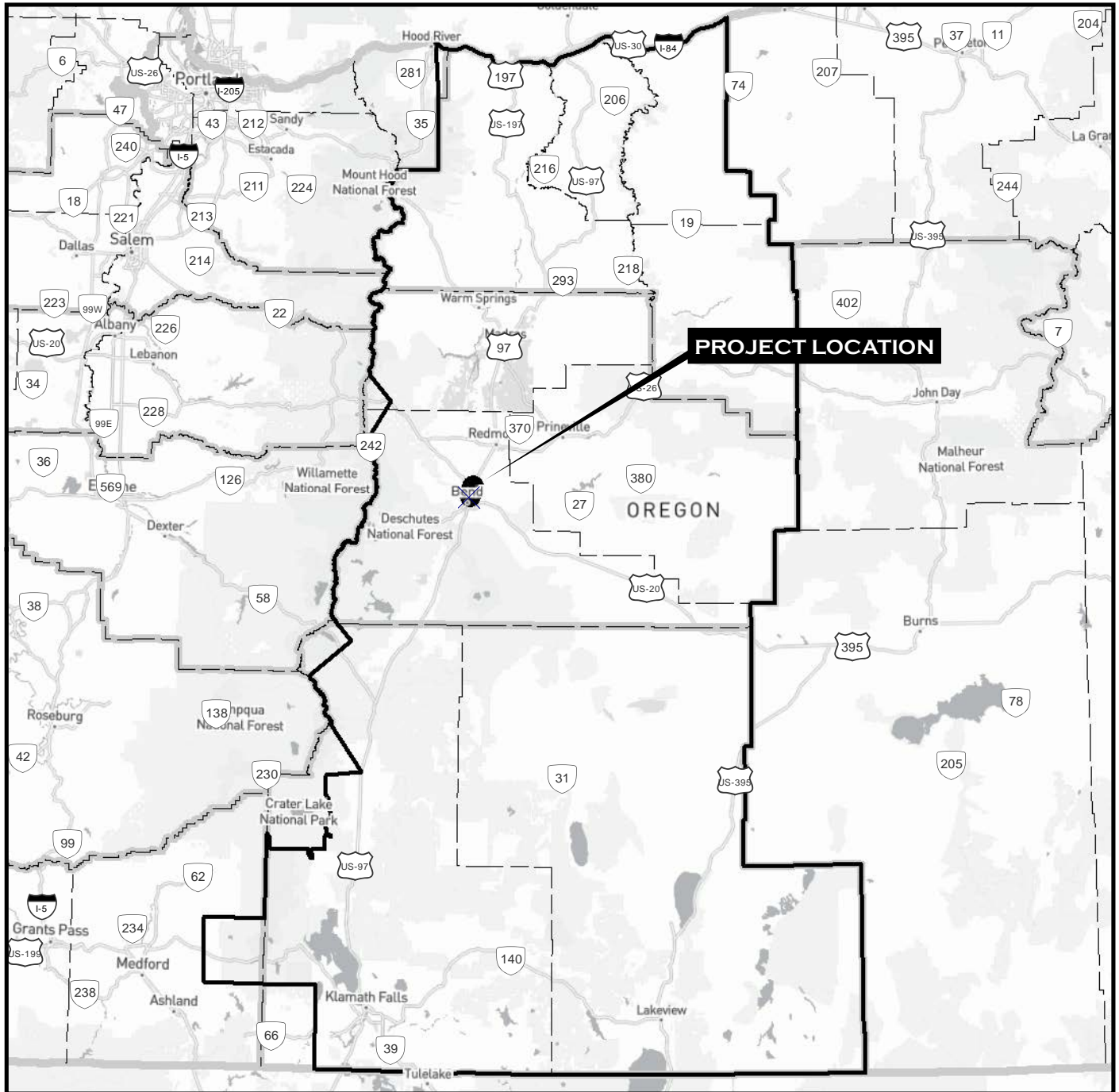
Robert Townsend
Amanda Sandvig

DRAFT

STIP PROJECT VICINITY

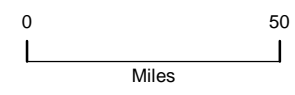
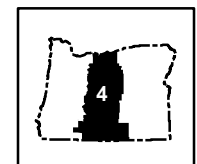
ODOT REGION 4

Attachment C



US97 AND US20 BEND NORTH CORRIDOR KEY NO. 21229

STATE HIGHWAY CLASSIFICATION		BOUNDARIES	
	INTERSTATE		ODOT REGION
	STATEWIDE		COUNTY
	LOCAL ROADS		ACT BOUNDARY
	PROJECT LOCATION		HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
GIS NO. 23-52

DATE: 9/30/2021

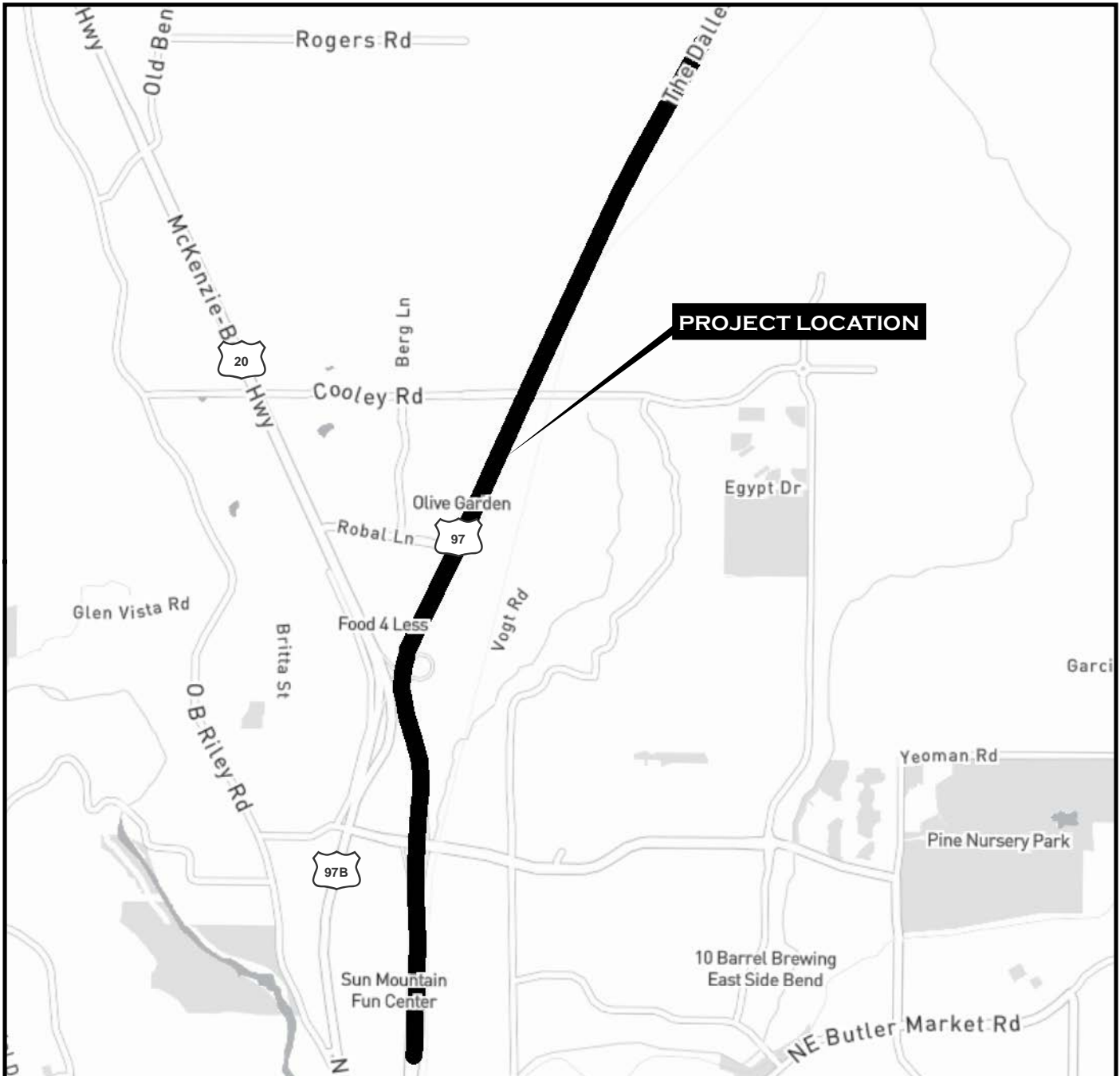
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"This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user."

STIP PROJECT LOCATION

ODOT REGION 4

Attachment C



ACT: Central Oregon ACT

COUNTY: Deschutes

CITY: Bend

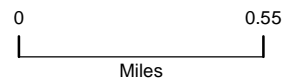
US97 AND US20 BEND NORTH CORRIDOR KEY NO. 21229

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
GIS NO. 23-52

DATE: 9/30/2021



Statewide Transportation Improvement Program
Amendment Project Summary

Key Number: **21578**

2021-2024 STIP

Project Name: **Bend MPO Planning SFY23**

**(APPROVED
AMFNDMNT PRJFCT)**

Project Overview			
Total Current Estimate	\$961,333.13	Description	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).
Responsible Region	4	Related Programs	
Project Status Date	4/19/2022	STIP Name	2021-2024 STIP
Project Status	APPROVED	Administrator	LOCAL
Monitor	PLAN	Applicant	BEND MPO
Bid Let Date		MPO	Bend MPO
Target Date		Constructor	
Award Date		Functional Class	NO FUNCTIONAL CLASSIFICATION
Air Quality Approval Req.		Work Class	UNIQUE
Air Quality Approval Date.		IGA #	
		Contract #	
Created On	9/23/2019	Created By	Tana Libby
Last Updated On	4/19/2022	Last Updated By	AMANDA SANDVIG

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
							DESCHUTES	COACT		4	53, 54	27	2

Phases												
Ph	Phase Total Est. Cost	Original Auth Amount	Original Auth Date	Current Auth Amount	Current Auth Date	Current STIP Amount	Curr STIP Year	Initial STIP Amount	Init STIP Year	EA	Fed Aid ID	Status
PL	961,333.13	0.00		0.00		961,333.13	2022	523,364.00	2022			APPROVED
Tot	961,333.13	0.00		0.00		961,333.13		523,364.00				

Work Types					
Phase	Work Type	Percent of Phase	Work Type Amount	Opt Code	Option Desc
PL	PLANNG	100.00%	961,333.13	L	LOCAL PROJECT
	PL Totals	100.00%	961,333.13		
	Grand Totals		961,333.13		



Statewide Transportation Improvement Program
Amendment Project Summary

Key Number: 21578

2021-2024 STIP

Project Name: Bend MPO Planning SFY23

**(APPROVED
 AMENDMENT PROJECT)**

Financial Plan -- Target Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Trgt Amt	Fed Trgt Amt	State Trgt Amt	Local Trgt Amt	Comment
PL	SW LOCAL STP/STBG	2021-2024 STIP	2022		300,000.00	269,190.00	0.00	30,810.00	UPDATED: Federal = \$355,824.74 State = \$40,725.73 Total = \$396,550.47 Estimated Funding allocations \$269,190 Fed STBG \$30,810 Local Match STBG \$300,000 total for STBG
	SW MPO PLANNING	2021-2024 STIP	2022		223,364.00	200,424.00	17,321.00	5,619.00	UPDATED: FY 2023 PL (#21578) 168,710.47 19,309.67 0 188,020.14 FY 2023 5303 Funding (#21578) 51,577.92 5,903.32 57,481. REPLACED: \$223,364 total PL & 5303 Funding PL (Z450) \$168,652 state (\$151,331 F & \$17,321 S) FTA \$49,093 Local \$5,619
	PL Totals				523,364.00	469,614.00	17,321.00	36,429.00	
	Grand Totals				523,364.00	469,614.00	17,321.00	36,429.00	



Key Number: **21578**

2021-2024 STIP

Project Name: **Bend MPO Planning SFY23**

(APPROVED
AMENDMENT PROJECT)

Financial Plan -- Estimate / Actual Amounts									
Phase	Funding Resp	STIP	Year	Use Hist Savings	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
PL	SW LOCAL STP/STBG	2021-2024 STIP	2022		696,550.47	625,014.74	0.00	71,535.73	UPDATED: Federal = \$355,824.74 State = \$40,725.73 Total = \$396,550.47 Estimated Funding allocations \$269,190 Fed STBG \$30,810 Local Match STBG \$300,000 total for STBG
	SW MPO PLANNING	2021-2024 STIP	2022		264,782.66	237,589.48	21,289.86	5,903.32	UPDATED: FY 2023 PL (#21578) 168,710.47 19,309.67 0 188,020.14 FY 2023 5303 Funding (#21578) 51,577.92 5,903.32 57,481. REPLACED: \$223,364 total PL & 5303 Funding PL (Z450) \$168,652 state (\$151,331 F & \$17,321 S) FTA \$49,093 Local \$5,619
	PL Totals				961,333.13	862,604.22	21,289.86	77,439.05	
Grand Totals					961,333.13	862,604.22	21,289.86	77,439.05	

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Z240	SURFACE TRANSP BLOCK GRFS-FLEX		72.46%	696,550.47	89.73%	625,014.74	0.00%	0.00	10.27%	71,535.73
	Z450	METROPOLITAN PLANNING FAST		21.56%	207,301.42	89.73%	186,011.56	10.27%	21,289.86	0.00%	0.00
	Z77D	METRO PL 5303 Funds FROM FTA		5.98%	57,481.24	89.73%	51,577.92	0.00%	0.00	10.27%	5,903.32
	PL Totals			100.00%	961,333.13		862,604.22		21,289.86		77,439.05
Grand Totals					961,333.13		862,604.22		21,289.86		77,439.05

Amendments						
Status Date	Amendment Num.	Status	Project Change Type	S/C	Key Number	Change Reason
4/19/22	21-24-2016	APPROVED	SINGLE PROJECT ADJUSTMENT		21578	Update project to match annual work plan.

Selection Criteria: STIP	2021-2024 STIP	Key Number	21578	Project ID	45289
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