

Bend Metropolitan Planning Organization



BMPO Bend Metropolitan
Planning Organization

Federal Fiscal Year 2023 Annual Obligation Report:

Annual Listing of Transportation Projects with Obligated Federal Funding

December 2023

Report Preparation

The Bend Metropolitan Planning Organization (BMPO) prepared this report, which was partly financed through the United States Department of Transportation (USDOT) 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 BMPO expressed herein do not necessarily state or reflect those of the USDOT or ODOT.

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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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BMPO 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 ODOT, City of Bend, Deschutes County, and Cascades East Transit (CET). The 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 2023 (FFY23) Annual Obligation Report available for public review. The report documents the projects for which federal funds¹ were obligated in FFY23 (October 1, 2022 – September 30, 2023) within the BMPO. The BMPO 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).

Federal Requirements

The federal transportation planning statute (23 CFR 450.334) states:

(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.

¹ Federal funds are listed in Table 1: FFY23 Overview of Federal Obligations by Fund Source.

Overview of Obligation Report

Obligation in the context of this report is the federal government’s legal commitment to pay the federal share of project costs. 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 report, an obligated project must be entirely or partially located within the BMPO transportation planning area, which is in the BMPO boundary shown in **Figure 1**.

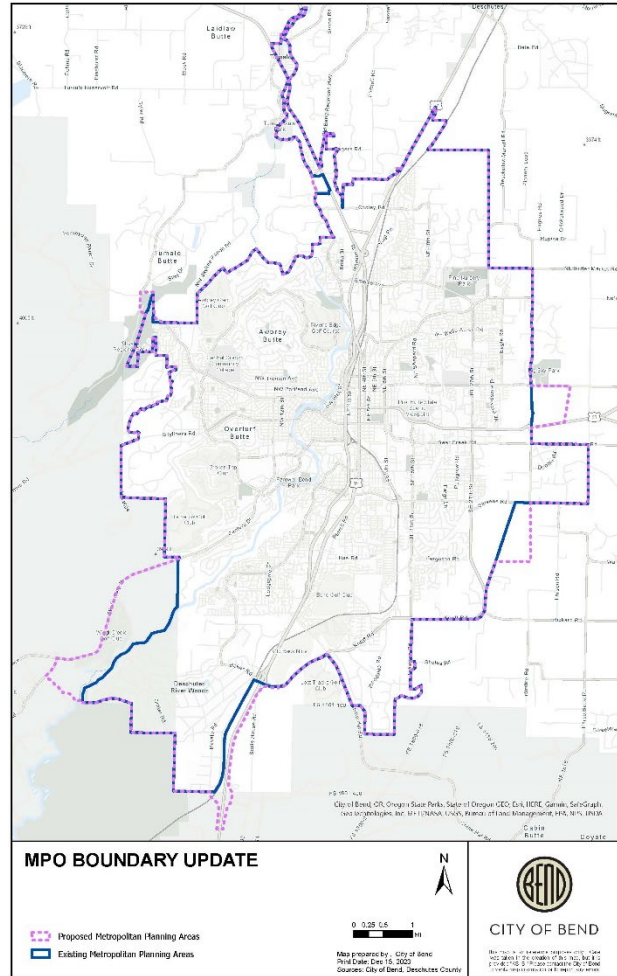


Figure 1: MPO Boundary, draft update as of 12/15/2023.

The amount of the obligation may not always equal the total cost of the project, and an obligation may be for one phase of a multi-phased project. The obligation amount listed does not account for any local funding. The BMPO strives to list the amount obligated and the full project amount, for context, if the information is available. This provides more information than required by statute, when available. To view the annual obligation for each project, refer to **Table 3**.

The obligation for an FTA project occurs when the FTA grant is awarded. The obligation for an FHWA project 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.

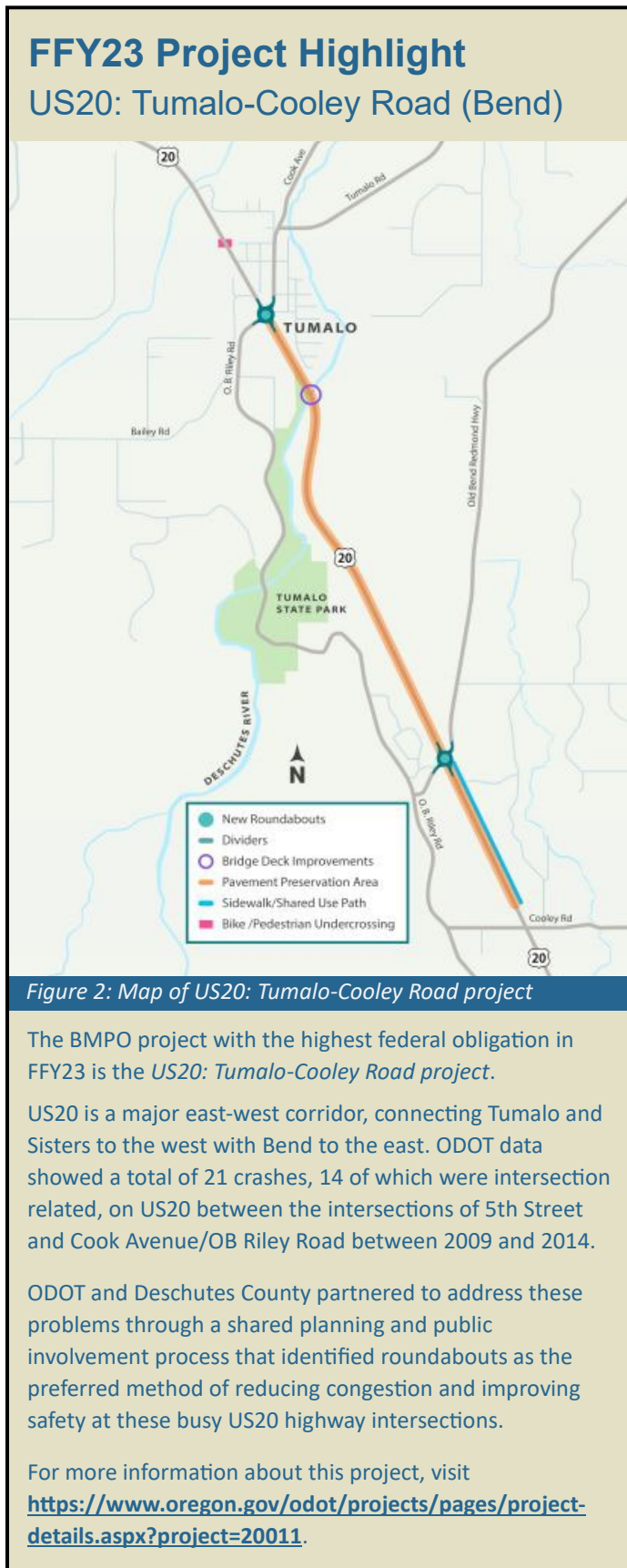
Once funds have been obligated, the eligible recipient begins incurring eligible project expenses and then requests reimbursement from the obligated funds. The reimbursement request must demonstrate that the recipient incurred costs consistent with the project agreement and all federal rules.

The content of this report is consistent with the project listing in the 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 and includes project names, identification numbers, locations, descriptions, and estimated costs – including costs for each phase of the project (e.g., engineering, right-of-way, and construction). The MTIP identifies projects within the federal fiscal year implementation is anticipated rather than when the project receives federal authorization. Therefore, this Annual Obligation Report must be developed through a cooperative effort with ODOT and CET, which are the entities responsible for tracking project authorizations and obligations. BMPO MTIP documents are available at www.bendoregon.gov/MTIP.

FFY23 Federal Obligation Summary

A total of \$22,091,050 in federal funding was obligated for transportation related projects within the BMPO boundary in FFY23, as shown in the following tables. The project with the highest federal obligation in FFY23 is the *US20: Tumalo-Cooley Road* project (shown in **Figure 2**).

An overview of the total funds obligated by each source of funding is shown in **Table 1**. A more detailed summary of the funds obligated by each source of funding is shown in **Table 2**, which lists



the projects to which funds were obligated by each fund source along with the total amounts obligated and the percentage of the total annual obligation each obligation amount represents.

Table 3 provides a summary of the annual funds obligated, from all fund sources, for each project. Project names, identification numbers, descriptions, and the annual amounts obligated by project phase (e.g., engineering, right-of-way, and construction) are shown.

Table 1: FFY23 Overview of Obligations by Fund Source

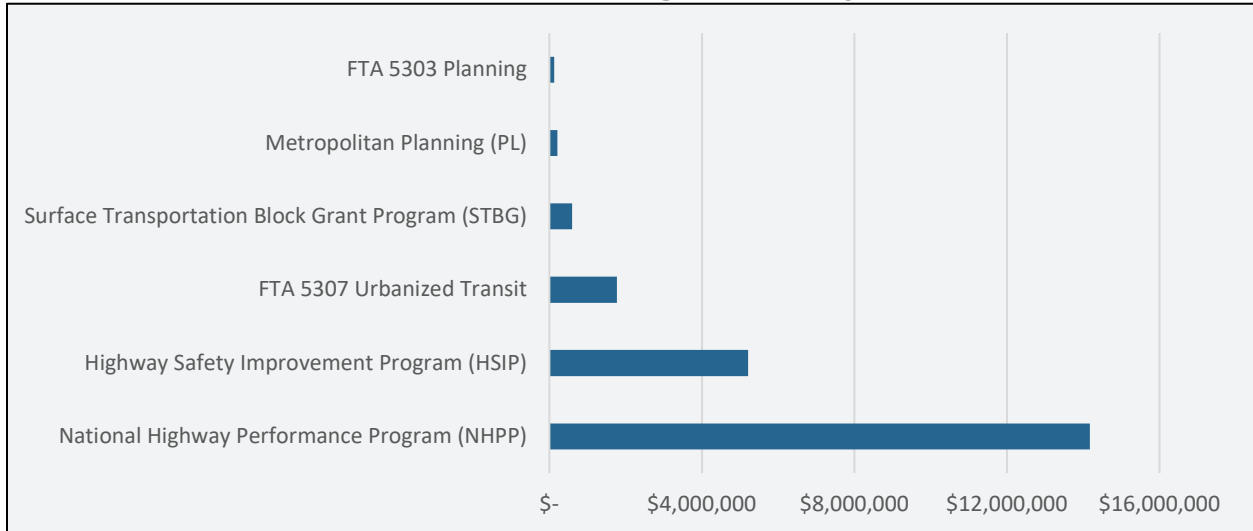


Table 2: FFY23 Summary of Obligations by Fund Source

Fund Source	Project Title	Project Number	FFY23 Obligations Amount	Percent (%) of Total Obligation
FTA 5303 Planning	BEND MPO PLANNING SFY23	21578	\$ 62,261	0.28%
FTA 5303 Planning	BEND MPO SFY24	21579	\$ 65,360	0.30%
FTA 5303 Planning			\$ 127,621	0.58%
FTA 5307 Urbanized Transit	Bend Transit operations capital 2022 (5307)	21582	\$ 1,769,030	8.01%
FTA 5307 Urbanized Transit			\$ 1,769,030	8.01%
Highway Safety Improvement Program (HSIP)	US20: Ward / Hamby Rd. Intersection	21667	\$ 5,209,202	23.58%
Highway Safety Improvement Program (HSIP)			\$ 5,209,202	23.58%
Metropolitan Planning (PL)	BEND MPO PLANNING SFY23	21578	\$ 15,820	0.07%
Metropolitan Planning (PL)	BEND MPO SFY24	21579	\$ 195,005	0.88%
Metropolitan Planning (PL)			\$ 210,825	0.95%
National Highway Performance Program (NHPP)	US20: Mervin Samples - Greenwood (3rd St, Bend)	21483	\$ 3,960,717	17.93%
National Highway Performance Program (NHPP)	US20: Tumalo - Cooley Rd. (Bend)	20011	\$ 10,216,655	46.25%
National Highway Performance Program (NHPP)			\$ 14,177,372	64.18%
Surface Transportation Block Grant Program (STBG)	BEND MPO PLANNING SFY23	21578	\$ 269,115	1.22%
Surface Transportation Block Grant Program (STBG)	BEND MPO SFY24	21579	\$ 208,365	0.94%
Surface Transportation Block Grant Program (STBG)	US20 at Tumalo	14892	\$ 119,520	0.54%
Surface Transportation Block Grant Program (STBG)			\$ 597,000	2.70%
Grand Total			\$ 22,091,050	100.00%

Table 3: FFY23 Summary of Obligations by Project

Project Title	Project Number	Improvement Type Description	FFY23 Obligations Amount
BEND MPO PLANNING SFY23	21578	Planning	\$ 347,196
BEND MPO PLANNING SFY23			\$ 347,196
BEND MPO SFY24	21579	Planning	\$ 468,730
BEND MPO SFY24			\$ 468,730
Bend Transit operations capital 2022 (5307)	21582	Operations, Admin, ADA, Preventative Maint. Security Upgrades	\$ 1,769,030
Bend Transit operations capital 2022 (5307)			\$ 1,769,030
US20 at Tumalo	14892	Administration	\$ 11,844
US20 at Tumalo	14892	Preliminary Engineering	\$ 107,676
US20 at Tumalo			\$ 119,520
US20: Mervin Samples - Greenwood (3rd St, Bend)	21483	Facilities for Pedestrians and Bicycles	\$ 3,960,717
US20: Mervin Samples - Greenwood (3rd St, Bend)			\$ 3,960,717
US20: Tumalo - Cooley Rd. (Bend)	20011	4R - Restoration & Rehabilitation	\$ 6,824,942
US20: Tumalo - Cooley Rd. (Bend)	20011	Administration	\$ 1,546,905
US20: Tumalo - Cooley Rd. (Bend)	20011	Construction Engineering	\$ 1,844,808
US20: Tumalo - Cooley Rd. (Bend)			\$ 10,216,655
US20: Ward / Hamby Rd. Intersection	21667	Administration	\$ 619,597
US20: Ward / Hamby Rd. Intersection	21667	Construction Engineering	\$ 646,100
US20: Ward / Hamby Rd. Intersection	21667	Safety	\$ 3,943,505
US20: Ward / Hamby Rd. Intersection			\$ 5,209,202
Grand Total			\$ 22,091,050

Table 4: FFY23 Fund Source Codes and Descriptions

Fund Code	Description
FTA 5303 Planning	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 Urbanized Transit	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%.
Highway Safety Improvement Program (HSIP)	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.
Metropolitan Planning (PL)	Metropolitan Planning (PL) funds 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 (NHPP)	The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS) and the construction of new facilities on the NHS. It also helps ensure 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.
Surface Transportation Block Grant (STBG) - ODOT	Surface Transportation Block Grant (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. <i>Note: previously known as the Surface Transportation Program (STP).</i>
Surface Transportation Block Grant (STBG) - MPO	STBG funds are provided to the BMPO based on a formula set through an agreement between ODOT, the League of Oregon Cities (LOC), and the Association of Oregon Counties (AOC). The BMPO receives approximately \$1.5 million per year. These funds are programmed for eligible projects within the BMPO by the Policy Board.

Table 5: FFY23 Project Descriptions

Project Title	Project Number	Project Description
BEND MPO PLANNING SFY23	21578	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).
BEND MPO SFY24	21579	Planning funds for projects identified in state fiscal year 2024 of the Unified Planning Work Program (UPWP).
Bend Transit operations capital 2022 (5307)	21582	Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services for federal fiscal year 2022.
US20 at Tumalo	14892	Develop solutions, perform traffic analysis, and complete design through the Design Acceptance Phase that addresses both short-term and long-term safety and congestion problems along US20 in Tumalo. Complete design and construct a multi-use path to address bicycle and pedestrian safety in the project corridor.
US20: Mervin Samples - Greenwood (3rd St, Bend)	21483	Completing pavement preservation on US20 from Mervin Sampels to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.
US20: Tumalo - Cooley Rd. (Bend)	20011	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 motorists. Construct an undercrossing in Tumalo.
US20: Ward / Hamby Rd. Intersection	21667	Intersection safety improvements to reduce accidents and increase safety in the intersection reducing intersection-related high severity crashes and better operations of the system for travelling public.



Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122. Relay Users Dial 7-1-1.