

Bend Metropolitan Planning Organization

Annual Listing of Transportation Projects with Obligated Federal Funding in FFY 2009

December 2009

This report was prepared by the Bend Metropolitan Planning Organization (BMPO) and was financed in part through the United States Department of Transportation funds (Federal Highway Administration PL and Federal Transit Administration Section 5303) and in part through local matching funds provided by the Oregon Department of Transportation. The contents of this document are the responsibility of the BMPO. The United States Department of Transportation and its agencies and the Oregon Department of Transportation assume no liability for the content of this document or for the use of its contents.

BEND MPO FFY2009 Annual Obligation Report

Introduction

As required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the Bend Metropolitan Planning Organization (BMPO) is required to develop an Annual Obligation Report. This report includes all projects and programs for which federal transportation funds were obligated in Federal Fiscal Year (FFY) 2009 (October 1, 2008 – September 30, 2009) for Bend and the urbanized area of Deschutes County. Transportation projects and programs include roadways, transit, bicycle and pedestrian facilities.

Overview

To ensure that the public has an accurate understanding of how federal funds are actually being spent on transportation projects, SAFETEA-LU includes a requirement that each MPO develop an annual listing of project obligations. The purpose of this effort 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.”

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 if an acceptable bid is received. Alternatively, projects may have obtained permission to proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds at a later date. Some of those projects in this report may already have been constructed.

The amount of the obligation usually does not 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 local funding spent on a project.

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.

It is the primary responsibility of the MPO to prepare the Obligation Report. The Report was developed in coordination with the Oregon Department of Transportation (ODOT), Deschutes County and the City of Bend (including Bend Area Transit).

The content of the annual projects list 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 Federal Highway Administration and/or Federal Transit Administration. The current MTIP covers the years 2008 through 2011. The MTIP includes project names and identification numbers, project locations, project descriptions, estimated costs, including costs for each phase of the project (e.g. engineering, right-of-way, and construction). The MTIP, however, identifies projects within the fiscal year that implementation is anticipated rather than when the project receives Federal authorization. Therefore, the obligated report must be developed through a cooperative effort with state and public transportation operators responsible for tracking project authorizations and obligations.

The BMPO study area boundary is shown in Figure 1.

Summary of Projects

A total of \$7,203,223 of federal funding was obligated in FFY 2009. Of this, \$4,854,919 was for roadway projects and \$2,348,304 for transit and transportation demand management projects. Table 1 provides additional information on the projects in the Bend metropolitan area that were obligated in FFY Year 2009.

This document is also available to the public on the BMPO website:
http://www.bendmpo.org/obligated_projects.html

Figure 1 – BMPO Study Area

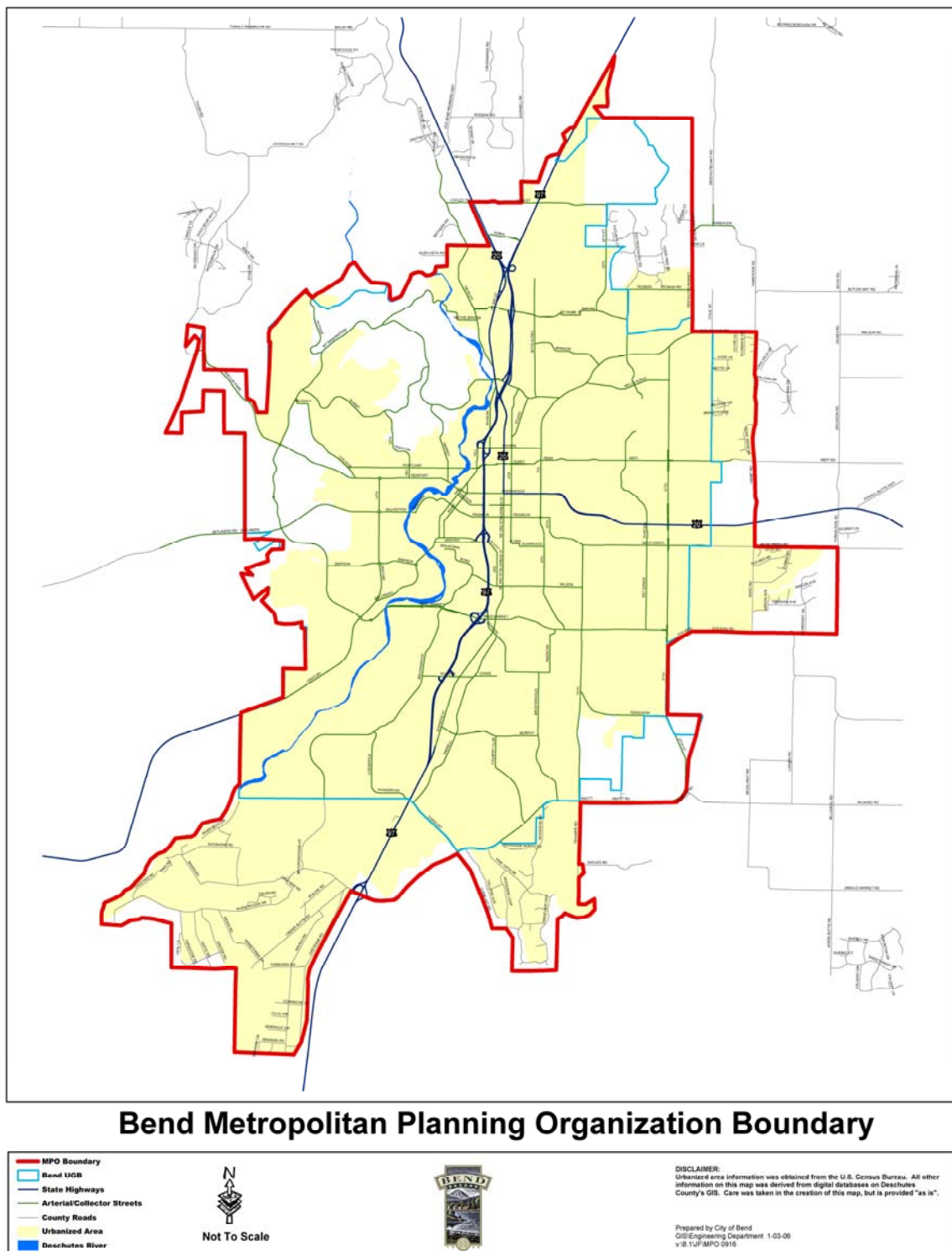


Table 1 – Annual Listing of Transportation Projects with Obligated Federal Funding in FFY 2009

Project Name	Description	STIP Key #	Phase	Federal		Required Match		Total All Sources
				\$\$	Source	\$\$	Source	
US 97: Bowery Lane-Romaine Village	Pavement preservation, installation of enforcement pads, and durable striping	15401	CE/Cons	\$4,658,659	NHS	\$536,204	ODOT	\$5,194,863
Region 4 TDM Program	Promote and support Transportation Demand Management (TDM) Programs	13855	TDM	\$82,824	STP	\$2,176	ODOT	\$85,000
City of Bend Street Paving	City of Bend street pavement preservation	16468	PE	\$50,000	ARRA	\$0	NA	\$50,000
US 20: Purcell Blvd -Arnold Ice Cave	Pavement Preservation	14932	PE	\$146,260	NHS	\$16,740	ODOT	\$163,000
Transit Capital	Bus replacements	14859, 14860, 14861	Cap	\$643,720	5309	\$131,846	City of Bend	\$775,566
Transit Operations	Transit operations support	16583	Ops	\$684,148	5307	\$684,148	City of Bend	\$1,368,296
Transit Capital	Various capital projects (American Recovery and Reinvestment Act Projects)	16558, 16556, 16557, 16555	Cap	\$937,612	ARRA	\$0	NA	\$937,612
FFY2009 PROJECT TOTALS				\$7,203,223		\$1,371,114		\$8,574,337

Phase Description

Ops: Transit Operations
TDM: Transportation Demand Management
CE: Construction Engineering
PE: Preliminary Engineering
Cons: Construction
Cap: Transit Capital

Road Projects Federal Funding	\$4,854,919
Transit and TDM Projects Federal Funding	\$2,348,304
Federal Funding Total	\$7,203,223
 Road Projects Total	 \$5,407,863
Transit and TDM Projects Total	\$3,166,474
Total	\$8,574,337

Funding Source Description

NHS: National Highway System
STP: Surface Transportation Program
ARRA: American Recovery and Reinvest Act of 2009
5307: Operations support for urban public transportation systems
5309: Capital support for public transportation systems

Project Descriptions

US 97: Bowery Lane-Romaine Village (Key #15401)

Overlay existing roadway and ramps, installation of law enforcement pads and durable striping

City of Bend Street Paving (Key #16468)

Overlay existing roadways throughout Bend

US 20: Purcell Blvd -Arnold Ice Cave (Key #14932)

Reconstruct or overlay existing roadway and various approaches

Region 4 TDM Program (Key #13855)

Promote and support Transportation Demand Management (TDM) programs. TDM programs are focused on increasing public education and outreach activities to promote alternate travel modes, thereby reducing congestion and improving air quality.

Transit Operations (Key #16583)

Operations funding for Bend Area Transit

Transit Capital (Key #14859, #14860, #14861, #16555, #16556, #16557, #16658)

Bus replacements, preventative maintenance, security cameras, and bus stop improvements for Bend Area Transit

Funding Sources

National Highway System (NHS)

The National Highway System is composed of 163,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, other urban and rural principal arterials and highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, the defense strategic highway network, and strategic highway network connectors.

NHS funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes. The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

Surface Transportation Program (STP)

The STP is a flexible multi-modal block grant-type program. It provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A percentage of STP funds allocated to the state of Oregon are distributed to cities and counties on a formula basis by the Oregon Transportation Commission.

American Recovery and Reinvestment Act of 2009 (ARRA)

The American Recovery and Reinvestment Act of 2009 became law in February 2009. A direct response to the economic crisis, the Recovery Act has three immediate goals: 1) Create new jobs as well as save existing ones, 2) Spur economic activity and invest in long-term economic growth, and 3) Foster unprecedented levels of accountability and transparency in government spending. A percentage of the ARRA funds were directed to surface transportation system improvements, including roads and transit.

Section 5309

Section 5309 funds are available for transit capital improvements. Funds are administered by the Federal Transit Administration (FTA) regional office and are granted on a project-by-project basis. The funding ratio for these funds is 80 percent federal and 20 percent local.

Section 5307

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operating, the funds have a ratio of 50 percent federal and 50 percent local.

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 obligated projects.