

# **Bend Metropolitan Planning Organization**

## **Annual Listing of Transportation Projects with Obligated Federal Funding in FFY 2010**

**December 2010**

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**  
**FFY2010 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) 2010 (October 1, 2009 – September 30, 2010) 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 federal 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) and 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 2010 to 2013. 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.

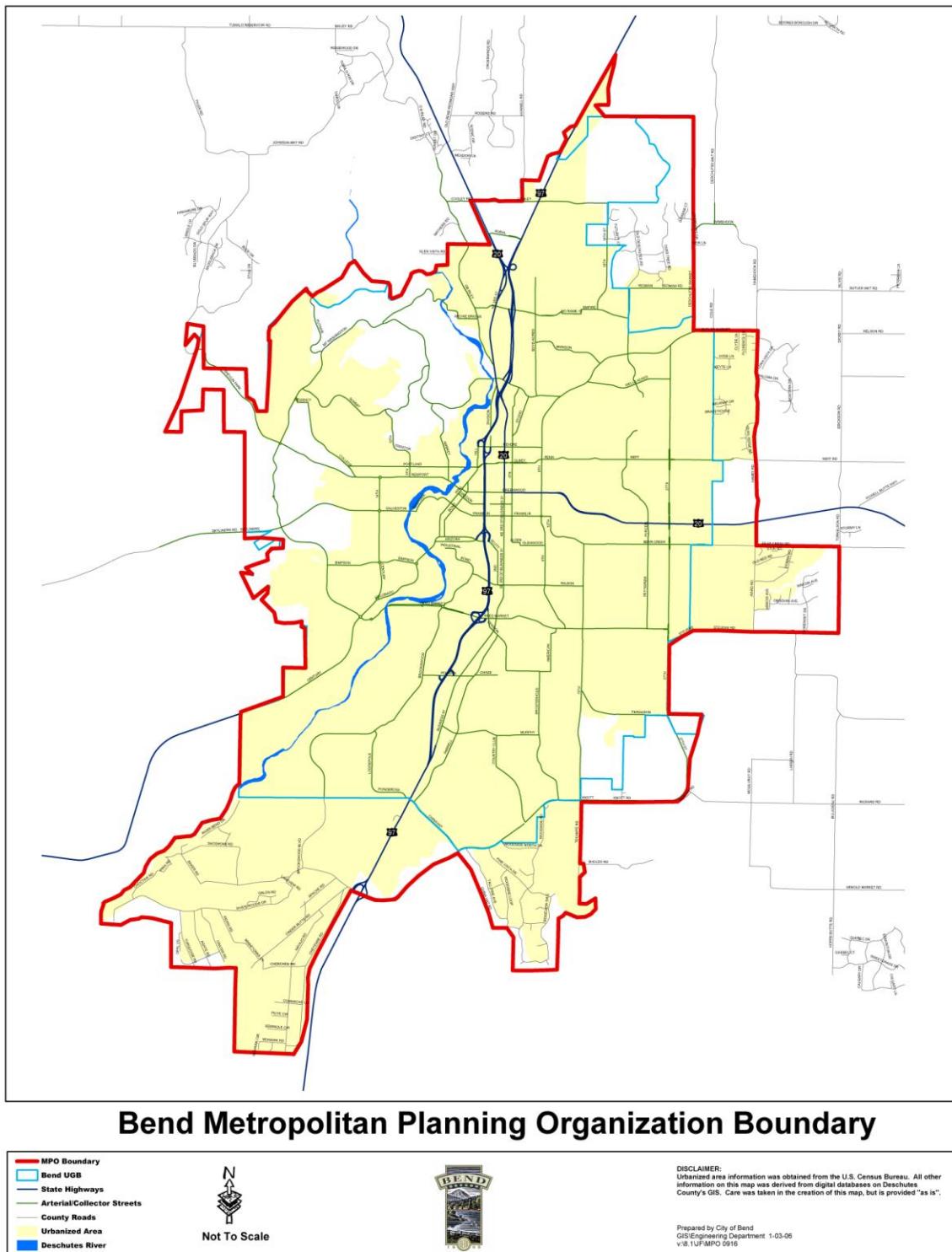
The BMPO study area boundary is shown in Figure 1.

### **Summary of Projects**

A total of \$7,997,058 of federal funding was obligated in FFY 2010. Of this, \$3,778,764 was for roadway projects, \$3,970,018 for transit, \$124,950 for planning and \$123,326 for pedestrian improvements. Table 1 provides additional information on the projects in the Bend metropolitan area that were obligated in FFY Year 2010.

This document is also available to the public on the BMPO website:  
[http://www.bendmpo.org/obligated\\_projects.html](http://www.bendmpo.org/obligated_projects.html)

**Figure 1 – BMPO Study Area**



Project Name	Project Description	STIP Key #	Phase	Federal FFY 2010 Obligated	Source	Required Match	Source	Total all Sources Obligated FFY 2010	Link to Project Details
US20 Signal Upgrades (BEND)	Replace deteriorating signals and upgrade ADA ramps on all four corners at Revere; Replace conduit and the controller on the NW & SW corners at Greenwood; Enhance pedestrian crossing at Greenwood and 12th Street	13853	CONS/CE	\$579,358	STP			\$645,668	<a href="#">WEBSITE</a> <a href="#">BMPO Budget Weblink</a>
Statewide Planning and Research, State Fiscal Year 2010	MPO Planning	14386	PL	\$124,950	STP-U	\$17,850	ODOT	\$142,800	
Transit Capital	Bus Replacement	14860	CAP	\$217,360	S5309	\$44,520	Bend	\$291,890	
Transit Capital	Bus Replacement	14861	CAP	\$225,720	S5309	\$46,232	Bend	\$271,952	
US20: Purecell - Arnold Ice Cave	Pavement preservation	14932	CONS	\$2,034,061	NHS	\$354,605	ODOT	\$2,388,666	<a href="#">WEBSITE</a>
Bear Creek Road: Sidewalks (BEND)	Sidewalk construction along Bear Creek Roads	15752	PE	\$22,000	SRTS			\$22,000	<a href="#">WEBSITE</a>
ARRA City of Bend Street Paving	Pavement preservation	16468	CONS	\$1,165,346	ARRA			\$1,165,346	<a href="#">WEBSITE</a>
Transit Operations	Operation of Transit System	16583	OPS	\$406,610	S5307			\$225,720	
Transit Operations	Operation of Transit System	16710	OPS	\$89,072	S5310	\$10,195	Bend	\$99,267	
Deschutes River Trail - Pioneer Park to Revere Avenue	Construct multi-use trail (Deschutes River Trail) from Pioneer Park to Revere Avenue	16743	CE/CONS	\$62,326	RTP	\$61,982		\$124,308	<a href="#">WEBSITE</a>
Transit Capital	Replace 4 Dial a Ride busses, purchase contracted services	17022	CAP	\$298,406	S5307	\$61,194	Bend/JTA	\$359,600	
NE Daggett Lane: Pedestrian Improvements	Construct safety improvements including pedestrian crossings near Ensworth Elementary	17045	PE	\$39,000	SRTS			\$39,000	<a href="#">WEBSITE</a>
Transit Operations	Operation of Transit System	17396	OPS	\$706,460	S5307			\$706,460	
Transit Operations	Operation of Transit System	13372	OPS	\$1,275,806	S5307			\$1,275,806	
Transit Capital	Bus Replacement	14859							
		14860	CAP	\$212,030	S5309			\$255,458	
Transit Capital & Transit Operations	Bus Purchases/Bus Stop Improvements/Preventative Maintenance/Security Improvements	16558 16556 16557 16555	CAP	\$538,554	ARRA			\$538,554	<a href="#">WEBSITE</a>

**FFY2010 PROJECT TOTALS**

**\$7,997,058**

**\$596,578**

**\$8,552,495**

Phase Description

Cap: Transit Capital

CE: Construction Engineering

Cons: Construction

Ops: Transit Operations

PE: Preliminary Engineering

PL: Planning

TDM: Transportation Demand Management

Road Projects Federal Funding \$3,778,764

Transit Projects Federal Funding \$3,970,018

Planning Projects Federal Total \$124,950

Pedestrian Projects Federal Total \$123,326

**Federal Funding Total \$7,997,058**

Road Projects Total \$4,199,680

Transit Projects Total \$4,024,707

Planning Projects Total \$142,800

Pedestrian Projects Total \$185,308

**Total \$8,552,495**

Funding Source Description

5307: Operations support for urban public transportation systems

5309: Capital support for public transportation systems

5310: Transit Elderly and Disabled Services

ARRA: American Recovery and Reinvest Act of 2009

PL: Metropolitan Planning

NHS: National Highway System

RTP: Recreational Trails Program

STP: Surface Transportation Program

## 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.

### Recreational Trails Program

Recreational Trails Program funds may also be used to maintain and restore trails, develop trailside and trailhead facilities, acquire easements or land for trails, and to construct new trails.

### 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.

### Section 5310

The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds can continue to be used for capital costs or for capital costs of contracting for services. Section 5310 funds are awarded on an annual competitive basis.

### Metropolitan Planning

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

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.