



# Bend Metropolitan Planning Organization



**BMPO** Bend Metropolitan  
Planning Organization

## Annual Listing of Transportation Projects with Obligated Federal Funding in FFY 2014

December 2014

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 U. S. DOT or ODOT.

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## Contents

Introduction .....	3
Overview .....	3
Summary of Previous Federal Obligations .....	5
Bend MPO 2014 Obligated Projects .....	6
Federally Funded Projects .....	6
State and Locally Funded Projects.....	7
Bend MPO Boundary Map .....	9
Funding Sources .....	10

# Bend Metropolitan Planning Organization

## FFY2014 Annual Obligation Report

### Introduction

The Bend Metropolitan Planning Organization (MPO) is making the Federal Fiscal Year (FFY) 2014 Annual Listing of Obligated Projects available for public review. The Annual Listing of Projects provides the projects for which federal funds have been obligated in FFY 2014 (October 1, 2013 - September 30, 2014).

This document contains a list of highway (including bicycle/pedestrian) and transit projects in the Bend MPO region for which federal funds were obligated during FFY 2014. The document meets a federal requirement for MPOs in the Moving Ahead for Progress in the 21st Century (MAP 21) legislation. Section 20005(j)(7)(B) of MAP 21 states:

*“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review.”*

### Overview

To ensure that the public has an accurate understanding of how federal funds are actually being spent on transportation projects, MAP 21 includes a requirement that each MPO develop an annual listing of federal project obligations. 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.”

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 the 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. Figure 1 shows the federal funding process.

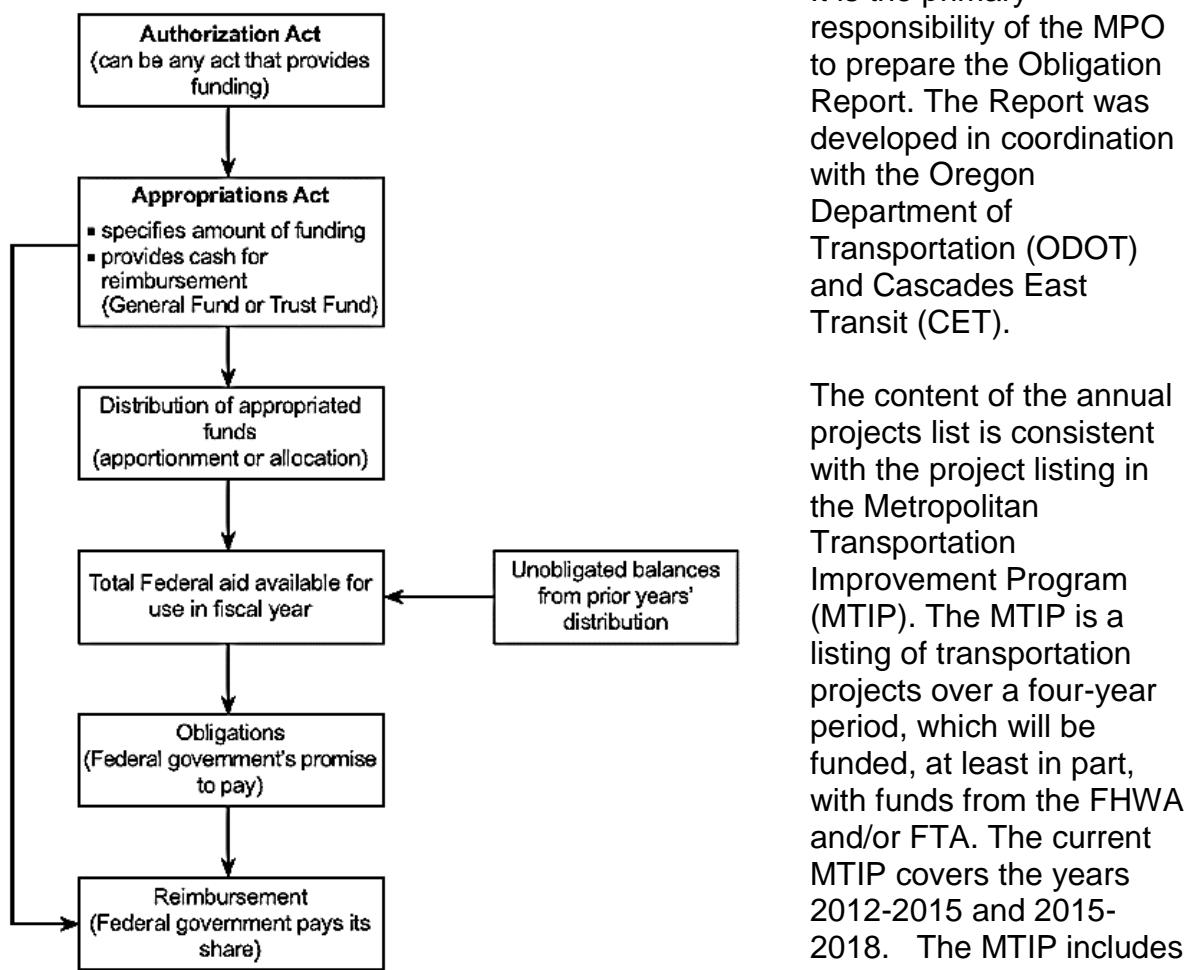


Figure 1: Federal Funding Process

descriptions, estimated costs, including costs for each phase of the project (e.g.

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 Cascades East Transit (CET).

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 FHWA and/or FTA. The current MTIP covers the years 2012-2015 and 2015-2018. The MTIP includes project names and identification numbers, project locations, project

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.

## Summary of Previous Federal Obligations

Table 1 summarizes the amount of funding that was obligated through programs overseen by FHWA, FTA, ODOT, CET, and the City of Bend in recent years. The number of projects that have at least one phase that was obligated is included for each year. A project is typically included in more than one year as not all phases of a project are always obligated in the same year. [For example, with a road project the design may start year one, right-of-way purchase may occur in year two, and construction in year three.] Therefore, adding the number of projects for each year will not result in the total number of projects receiving funding. The amount of funding obligated can vary dramatically from one year to the next due to a variety of reasons. An example of this is the American Recovery and Reinvestment Act (ARRA) of 2009 which provided additional funds to the BMPO area and are reflected in the 2009 and 2010 funding amounts. Large variations in obligation amounts can also occur when the construction phase of a very large project is obligated or several buses are purchased.

**Table 1: Summary of BMPO Federal and Local Obligated Funding**

<b>Federal Fiscal Year</b>	<b>Federal Obligation</b>	<b>Local Funding</b>
2007	\$5,567,072	\$1,204,801
2008	\$2,142,551	\$779,817
2009	\$7,203,223	\$1,371,114
2010	\$7,997,058	\$596,578
2011	\$8,719,966	\$2,365,961
2012	\$2,724,382	\$1,079,100
2013*	\$2,918,340	\$11,656,018
2014*	\$2,901,812	\$28,488,172
<b>Grand Total</b>	<b>\$40,174,403</b>	<b>\$47,541,561</b>

\*Local funding increase from local bond measures and the Oregon Jobs and Transportation Act

The BMPO boundary is shown in Figure 2 on page 9.

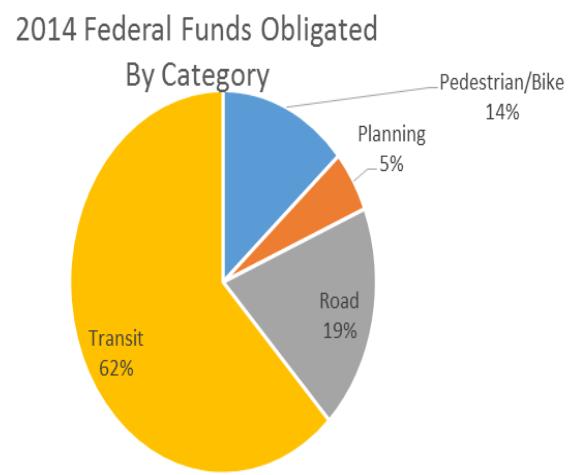
## Bend MPO 2014 Obligated Projects

### Federally Funded Projects

A total of \$2,901,812 of federal funding was obligated in FFY 2014. Of this, \$553,468 (19%) was for roadway projects, \$1,803,825 (62%) was for transit, \$150,710(1%) was for planning and \$393,809 (14%) was for pedestrian/bike improvements. A summary of federal funding by category is shown in Table 2. Details of the projects are included in Table 3.

**Table 2: 2014 Federal Funding by Category**  
(Does not include State or Local Funding)

Category	Federal Funds
Pedestrian/Bike	\$393,809
Planning	\$150,710
Road	\$553,468
Transit	\$1,803,825
<b>Grand Total</b>	<b>\$2,901,812</b>



**Table 3: FFY2014 Projects by Jurisdiction**

Jurisdiction	Federal Funding Obligated
<b>Bend Metropolitan Planning Organization</b>	<b>\$150,710</b>
Statewide Planning & Research, State Fiscal Years 2014-2015	\$150,710
<b>Cascades East Transit-COIC</b>	<b>\$1,803,825</b>
Bend Transit Operations/Capital ADA/Preventative 2013 (5307)	\$1,222,731
COIC - 5310 Enhanced Mobility E&D (FY14)	\$200,726
COIC Transit Vehicle Replacement 2013	\$143,000
COIC Transit Vehicle Replacement 2014	\$143,000
Mt. Bachelor Shuttle Bus	\$94,368
<b>City of Bend</b>	<b>\$393,809</b>
S 3rd Street: Franklin Ave-Murphy Rd (Bend)	\$393,809
<b>Oregon Department of Transportation</b>	<b>\$553,468</b>
US20 @ 8 <sup>th</sup> Street (Bend)	\$553,468
<b>Grand Total</b>	<b>\$2,901,812</b>

An example of a federally funded project is the South Third Street: Franklin Ave-Murphy Ave sidewalk project. That project is being primarily funded using federal Surface Transportation Program (STP) funds for an ODOT administered grant. More about this project can be found at <http://www.bendoregon.gov/index.aspx?page=1188>

**Figure 2 -**  
**South Third Street Sidewalk Improvement Map**



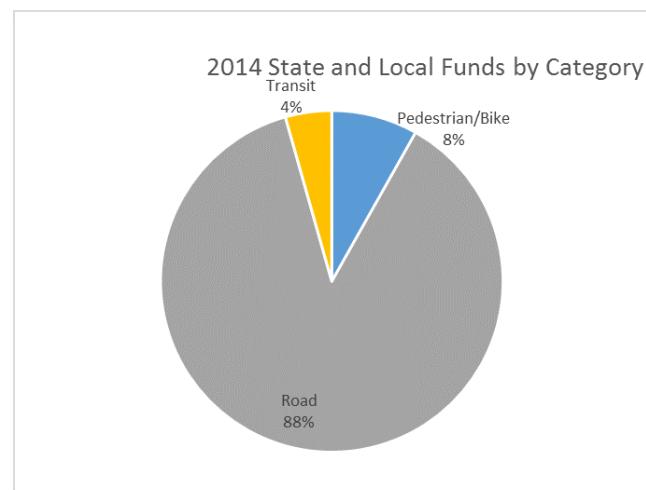
## State and Locally Funded Projects

State and local funding for FFY 2014 is estimated<sup>i</sup> at \$28,488,172 in obligated funds. Of this, \$24,920,119 was for roadway projects (88%), \$1,245,553 for transit (4%), and \$2,322,500 for pedestrian/bicycle improvements (8%). A summary of state and local funding by category is shown in Table 4.

**Table 4: 2014 State and Local Funding by Category**

Category	State and Local Funds
Pedestrian/Bike	\$2,322,500
Road	\$24,920,119
Transit	\$1,245,553
<b>Grand Total</b>	<b>\$28,488,172</b>

The funds for roadway projects are a result of a local general obligation bond measure and a state funding program. In May 2011, Bend voters passed a General Obligation Bond measure for street improvements throughout the city. This allowed the City of Bend to issue up to \$30 million to upgrade several major street corridors and intersections. In addition, the state of Oregon approved funding through the Jobs and Transportation Act of 2009 to fund construction of improvements at US97 and Murphy Road.



**Table 5: Summary of FFY2014 Projects**

	<b>Federal Funding Obligated</b>	<b>State &amp; Local Funding Obligated</b>	<b>2014 Obligated Funding (All Sources)</b>	<b>Total Funding to Project*</b>
<b>FFY 2014 Projects By Jurisdiction</b>				
<b>Bend Metropolitan Planning Organization</b>	<b>\$150,710</b>		<b>\$150,710</b>	<b>\$150,710</b>
Statewide Planning & Research, State Fiscal Years 2014-2015	\$150,710		\$150,710	\$150,710
<b>Bend Park and Rec</b>	<b>\$ -</b>	<b>\$2,272,500</b>	<b>\$2,272,500</b>	<b>\$12,428,628</b>
Colorado Dam Project	\$ -	\$1,672,500	\$1,672,500	\$9,681,985
Deschutes River Trail & Parks	\$ -	\$600,000	\$600,000	\$2,746,643
<b>Cascade East Transit-COIC</b>	<b>\$ 1,803,825</b>	<b>\$1,245,553</b>	<b>\$4,043,710</b>	<b>\$3,953,710</b>
Bend Transit Operations/Capital ADA/Preventative 2013 (5307)	\$1,222,731	\$952,637	\$2,475,368	\$2,175,368
COIC - 5310 Enhanced Mobility E&D (FY14)	\$200,726	\$50,182	\$250,908	\$250,908
COIC Transit Vehicle Replacement 2013	\$143,000	\$16,367	\$159,367	\$159,367
COIC Transit Vehicle Replacement 2014	\$143,000	\$16,367	\$159,367	\$159,367
Mt. Bachelor Shuttle Bus	\$94,368	\$210,000	\$998,700	\$1,208,700
<b>City of Bend</b>	<b>\$ 393,809</b>	<b>\$10,241,132</b>	<b>\$10,634,941</b>	<b>\$21,223,909</b>
Reed Market: Newberry - 27 <sup>th</sup>	\$ -	\$4,812,224	\$4,812,224	\$4,812,224
Reed Market: Newberry to 3rd Street	\$ -	\$5,378,908	\$5,378,908	\$13,067,876
S 3rd Street: Franklin Ave-Murphy Rd (Bend)	\$393,809	\$50,000	\$443,809	\$3,343,809
<b>Oregon Department of Transportation</b>	<b>\$553,468</b>	<b>\$14,728,987</b>	<b>\$15,342,455</b>	<b>\$88,200,883</b>
US 97/Murphy Rd: Brookswood Blvd to Parrell (Bend) Phase 1	\$ -	\$14,619,812	\$14,619,812	\$74,432,568
US 97/Murphy Rd: Brookswood Blvd to Parrell (Bend) Phase 2	\$ -	\$45,828	\$45,828	\$12,608,000
US20 @ 8 <sup>th</sup> Street (Bend)	\$553,468	\$63,347	\$676,815	\$1,160,315
<b>Grand Total</b>	<b>\$2,901,812</b>	<b>\$28,488,172</b>	<b>\$32,444,316</b>	<b>\$125,957,840</b>

\*Includes previous and future estimated funds

## Bend MPO Boundary Map

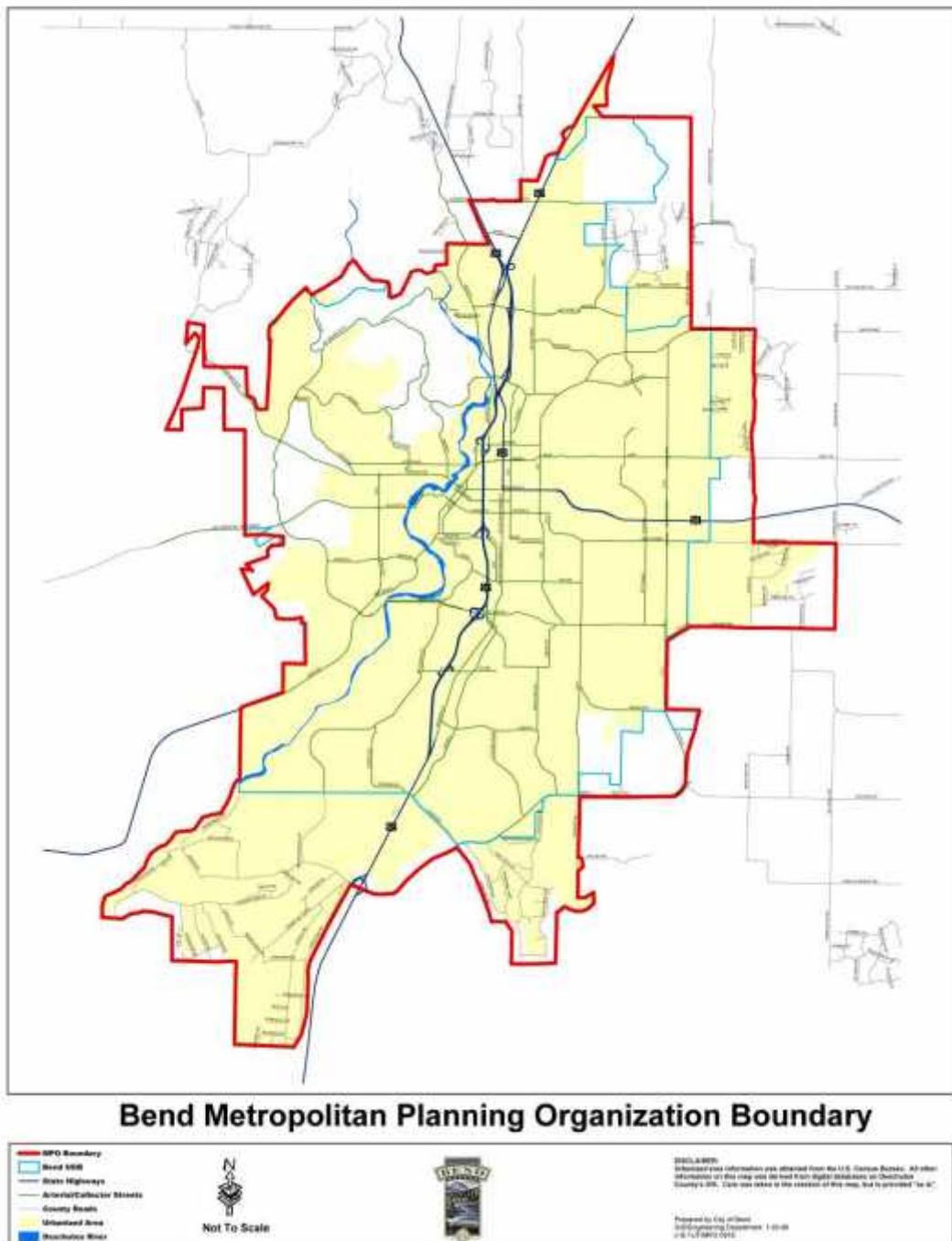


Figure 3: Map of BMPO Study Area

# Funding Sources

## Metropolitan Planning

Metropolitan Planning (PL) 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).

## 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, 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 focus of the Federal Aid Program following the completion of the Interstate Highway System.

## Recreational Trails Program

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

## Safe Routes to Schools (SRTS) Program

The Safe Routes to Schools Program is a federal-aid program that provides funds to states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are: 1) to enable and encourage children to walk and bicycle to school; 2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools.

## Surface Transportation Program (STP)

The STP is a flexible multi-modal funding 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, counties and small MPOs (populations between 50,000 and 199,999) on a formula basis by the Oregon Transportation Commission (OTC). The OTC also allocates a percentage of these funds for transportation demand management (TDM) throughout Oregon.

### 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/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 through a competitive basis.

### Jobs and Transportation Act (JTA)

The 2009 Oregon Legislature allocated additional federal funds to the Public Transit Division's federal §5310 grant program. The §5310 program is for transit projects that benefit older adults and people with disabilities.

### Section 5320

The Section 5320 program (also known as the Paul S. Sarbanes Transit in Parks Program) was established to address the challenge of increasing vehicle congestion in and around national parks and other federal lands. This program provides funding for alternative transportation systems, such as shuttle buses, rail connections and bicycle trails. The program seeks to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all. The program is administered by the USDOT, together with the Department of the Interior and the Forest Service.

### Section 5339

The Section 5339 program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

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.