



Annual Listing of Transportation Projects with Obligated Federal Funding in FFY 2015



BMPO Bend Metropolitan
Planning Organization

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Bend Metropolitan Planning Organization

FFY2015 Annual Obligation Report

Introduction

The Bend Metropolitan Planning Organization (MPO) is making the Federal Fiscal Year (FFY) 2015 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 2015 (October 1, 2014 - September 30, 2015). 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.



Skyliners Road Reconstruction. Bend Bulletin photo.

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 local jurisdictions.

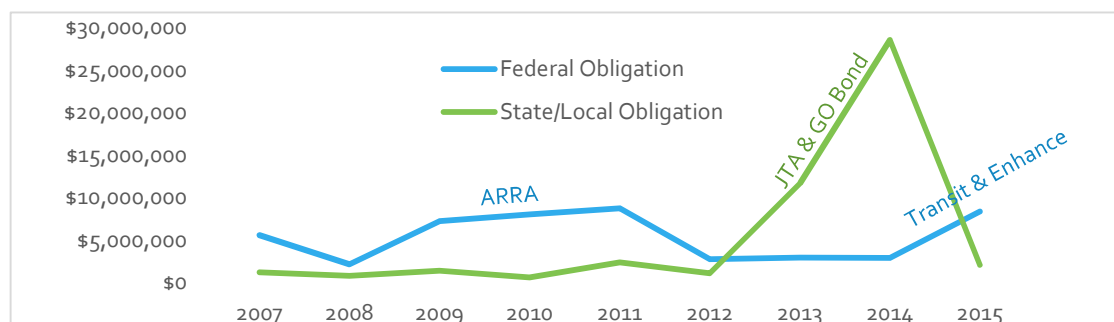
The content of the annual projects list is consistent with the project listing in the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a listing of transportation projects over a four-year period, which will be funded, at least in part, with funds from the FHWA and/or FTA. The current MTIP covers the years 2015-2018. 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.

History of Obligated Funding

Table 1 summarizes the amount of funding that was obligated through programs overseen by FHWA, FTA, ODOT, Cascades East Transit (CET), Bend Park and Recreation District, Deschutes

County 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- 2011 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. 2013-2014 showed significant local funds obligated due to the [General Obligation Bond](#) passed by voters for a \$30 million dollar street improvement program. 2013 also has State funds from the state Jobs for Transportation Act (JTA) for the overcrossing of US97 at Murphy Road. The increase in 2015 is from \$2.2 million in federal obligation for a sidewalk construction project along South 3rd Street from ODOT Enhance Funds, Transit funds increased due to service expansion and inclusion of county projects touching the border of the MPO boundary.

Table 1 Summary of BMPO Federal and Local/State Obligated Funding



Federal Fiscal Year	Federal Obligation	State and Local Obligation
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
2015	\$8,328,115	\$2,500,161
Grand Total	\$48,994,439	\$50,999,359

Bend MPO 2015 Obligated Projects

Federal Obligation by Category

A total of \$8,328,115 of **federal funding** was obligated in FFY 2015. Of this, \$568,093 (7%) was for transportation demand management (TDM), \$2,782,627 (33%) was for transit operation or capital projects, \$1,776,936 (21%) was for roadway projects, \$295,084 (4%) was for planning, \$2,390,687 (25%) was for pedestrian/bike improvements,) and \$541,688 (6%) was for safety related projects.

Table 2 2015 Federal Obligation by Category

Category	Federal Obligation
TDM	\$ 568,093
Transit	\$ 2,782,627
Roadway	\$ 1,776,936
Safety	\$ 514,688
Planning	\$ 295,084
Ped/Bike	\$ 2,390,687
Grand Total	\$ 8,328,115

Figure 1 2015 Federal Obligation by Category

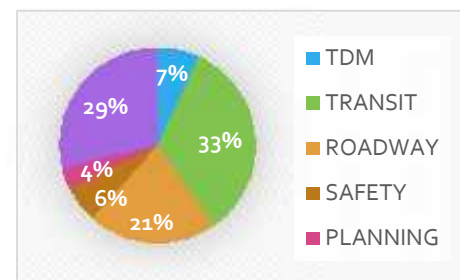


Table 3 Federal Obligation Projects by Jurisdiction

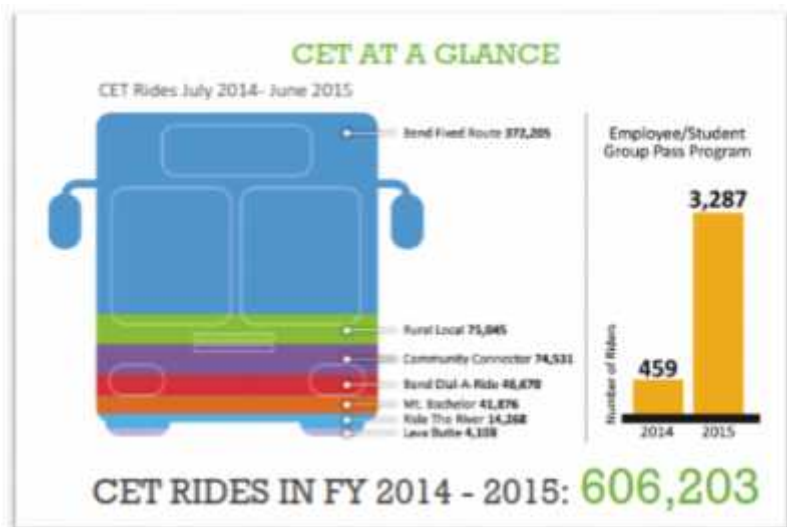
Project Name	Federal Obligation
Bend MPO	\$ 290,084
Bend MPO Planning Funds (5303 Funds)	\$ 49,854
Bend MPO Federal Metropolitan Planning Funds (PL)	\$ 138,178
Bend MPO Planning Funds (5303 Funds)	\$ 9,052
Bend MPO STP Allocation - Bend MPO Planning	\$ 93,000
Bend Park and Recreation District	\$ 100,000
Mill District Reach of the Deschutes River Trail	\$ 100,000
Cascade East Transit-COIC	\$ 2,782,627
Bend MPO STP Allocation - Cascade East Transit	\$ 30,000
Bend MPO STP Allocation - Transit Marketing and Vision	\$ 15,000
Bend Transit Operations/Capital 2015 (5307)	\$ 1,222,731
COIC Bus & Bus Facilities (5339) - 2014	\$ 821,700
COIC Mass Transit Vehicle Replacement (13-15)	\$ 150,000
COIC Transit Vehicle Replacement (2015)	\$ 143,000
Region 4 Transit Support 2015 (STP Transfer)	\$ 200,098
Region 4 Transit Support 2016 (STP Transfer)	\$ 200,098
City of Bend	\$ 2,943,187
Bend MPO STP Allocation - City of Bend	\$ 15,000
City of Bend Street Preservation (2015)	\$ 652,500
S 3rd Street: Wilson Ave to Powers Rd (Bend)	\$ 2,275,687
Commute Options	\$ 95,627
Bend MPO STP Allocation - Commute Options	\$ 5,000
Region 4 TDM Program (2015)	\$ 90,627
Deschutes County	\$ 924,336

Cascade Lakes Hwy: Mt Bachelor-Elk Lk Chip Seal	\$	329,336
Skyliners Road: Skyline Ranch - USFS 4603 (Bend)	\$	595,000
Oregon Department of Transportation	\$	1,192,254
Commuter Options – Transportation Options Program (2015-17)	\$	477,466
OB Riley Rd Central Signal System Upgrade (Bend)	\$	132,802
Region 4 Intersection Safety	\$	147,552
US20 @ Empire Ave Signal Rebuild	\$	67,298
US97 (Bend Parkway) Incident Response Cameras	\$	367,136
Grand Total	\$	8,328,115

Federally Obligated Project Highlights

Cascade East Transit implemented the first significant increase to Bend's transit services in 10 years in September 2015, resulting in new bus routes, additional hours, and shorter wait times. New direct routes to the medical district and major education destinations in Bend will provide faster, more convenient service for riders of Cascades East Transit (CET). CET group pass program numbers increased from 459 in 2014 to 3,287 in 2015 – a 616% increase.

More at <http://coic2.org/2016/02/01/coic-annual-report-2015/>

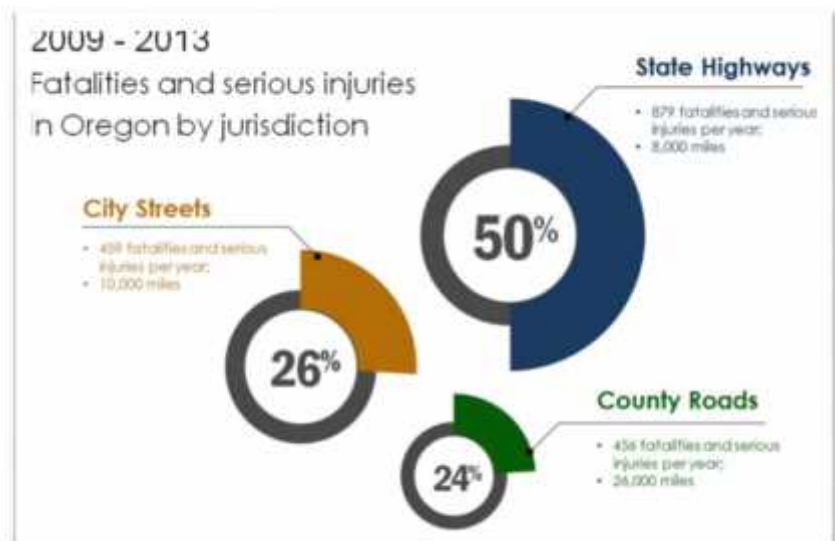


City of Bend federally funded sidewalk project is planned for south Third Street (Franklin Ave-Murphy Ave). The project is being primarily funded using Enhance funds through an ODOT administered grant. More about this project can be found at <http://www.bendoregon.gov/index.aspx?page=1188>



Oregon Department of Transportation

The All Roads Transportation Safety (ARTS) Program is a safety program to address safety needs on all public roads in Oregon. The Region 4 Intersection Safety project is a result of the work in this program. More details can be found at <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>



Deschutes County received grant funding for Skyliners Road (Skyline Ranch Rd - USFS 4603) to reconstruct an 8-mile section of roadway and improve the Sno-Park parking area along Skyliners Road. In addition, the existing gravel parking area at Phil's Trailhead will be reconstructed and an additional parking area will be built just north of the trailhead.

More details can be found at <http://flh.fhwa.dot.gov/projects/or/skyliners/>



Bend MPO receives Surface Transportation Program (STP) funding. The funding can be used for a broad range of projects. The Bend MPO Policy Board determines the allocation of these funds. The funds have historically been used for City of Bend street preservation projects. In 2013, the Policy Board obligated funds for other projects as shown on the bar chart. More



information on the Bend MPO Surface Transportation Program fund source can be found at:
<http://www.bendoregon.gov/index.aspx?page=121> and
<http://www.ci.bend.or.us/Modules/ShowDocument.aspx?documentID=25262>

State and Local Obligations by Category

Obligated **state and local funding** for FFY 2015 is estimated at \$2,500,161 of funding to match the Federal funds obligated in FFY 2015. Of this, \$868,876 (35%) was for Ped/Bike projects, \$38,918 (2%) was for Transportation Planning, \$283,566 (11%) was for Roadway projects, and \$45,312 (2%) was for safety related projects, \$65,381 (3%) for TDM projects, \$1,198,108 (48%) for Transit projects.

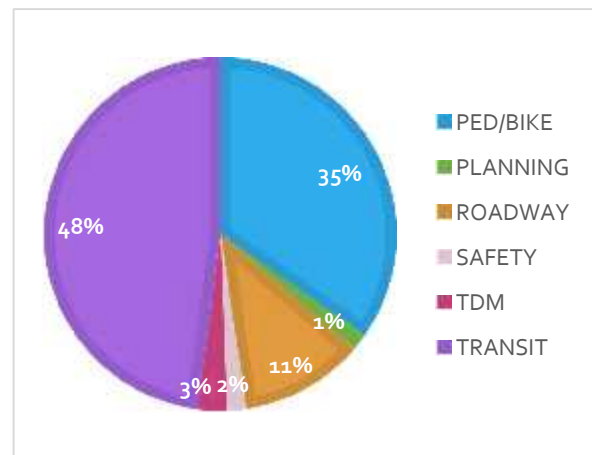


Table 4 2015 State and Local Obligation by Type

Category	State & Local Obligation
Ped/Bike	\$ 868,876
Planning	\$ 38,918
Roadway	\$ 283,566
Safety	\$ 45,312
TDM	\$ 65,381
Transit	\$ 1,198,108
Grand Total	\$ 2,500,161

Table 5 State and Local Projects by Jurisdiction

Jurisdiction and Project Name	Federal Obligation	State & Local Obligation
Bend MPO	\$ 290,084	\$ 38,918
Bend MPO Planning Funds (5303 Funds)	\$ 49,854	\$ 7,200
Bend MPO Federal Metropolitan Planning Funds (PL)	\$ 138,178	\$ 15,815
Bend MPO Planning Funds (5303 Funds)	\$ 9,052	\$ 2,263
Bend MPO STP Allocation - Bend MPO Planning	\$ 93,000	\$ -
Bend MPO/Lane Council of Government Safety Work	\$ -	\$ 13,640
Bend Park and Recreation District	\$ 100,000	\$ 122,387
Mill District Reach of the Deschutes River Trail	\$ 100,000	\$ 122,387
Cascade East Transit-COIC	\$ 2,782,627	\$ 1,198,108
Bend MPO STP Allocation - Cascade East Transit	\$ 30,000	\$ -
Bend MPO STP Allocation - Transit Marketing and Vision	\$ 15,000	\$ 15,000
Bend Transit Operations/Capital 2015 (5307)	\$ 1,222,731	\$ 952,637
COIC Bus & Bus Facilities (5339) - 2014	\$ 821,700	\$ 168,300
COIC Mass Transit Vehicle Replacement (13-15)	\$ 150,000	\$ -
COIC Transit Vehicle Replacement (2015)	\$ 143,000	\$ 16,367
Region 4 Transit Support 2015 (STP Transfer)	\$ 200,098	\$ 22,902
Region 4 Transit Support 2016 (STP Transfer)	\$ 200,098	\$ 22,902
City of Bend	\$ 2,943,187	\$ 527,189

Bend MPO STP Allocation - City of Bend	\$ 15,000	\$ -
City of Bend Street Preservation (2015)	\$ 652,500	\$ -
S 3rd Street: Wilson Ave to Powers Rd (Bend)	\$ 2,275,687	\$ 527,189
Commute Options	\$ 95,627	\$ 10,733
Bend MPO STP Allocation - Commute Options	\$ 5,000	\$ -
Region 4 TDM Program (2015)	\$ 90,627	\$ 10,733
Deschutes County	\$ 924,336	\$ 260,664
Cascade Lakes Hwy: Mt Bachelor-Elk Lk Chip Seal	\$ 329,336	\$ 260,664
Skyliners Road: Skyline Ranch Rd - USFS 4603 (Bend)	\$ 595,000	\$ -
Oregon Department of Transportation	\$ 1,192,254	\$ 342,162
Commute Options – Transportation Options Program (2015-17)	\$ 477,466	\$ 54,648
OB Riley Rd Central Signal System Upgrade (Bend)	\$ 132,802	\$ 15,200
Region 4 Intersection Safety	\$ 147,552	\$ 12,448
US20 @ Empire Ave Signal Rebuild	\$ 67,298	\$ 7,702
US97 (Bend Parkway) Incident Response Cameras	\$ 367,136	\$ 32,864
US97 @ Powers Rd and Bike/Ped Crossing	\$ -	\$ 219,300
Grand Total	\$ 8,328,115	\$ 2,500,161

Bend MPO Boundary Area

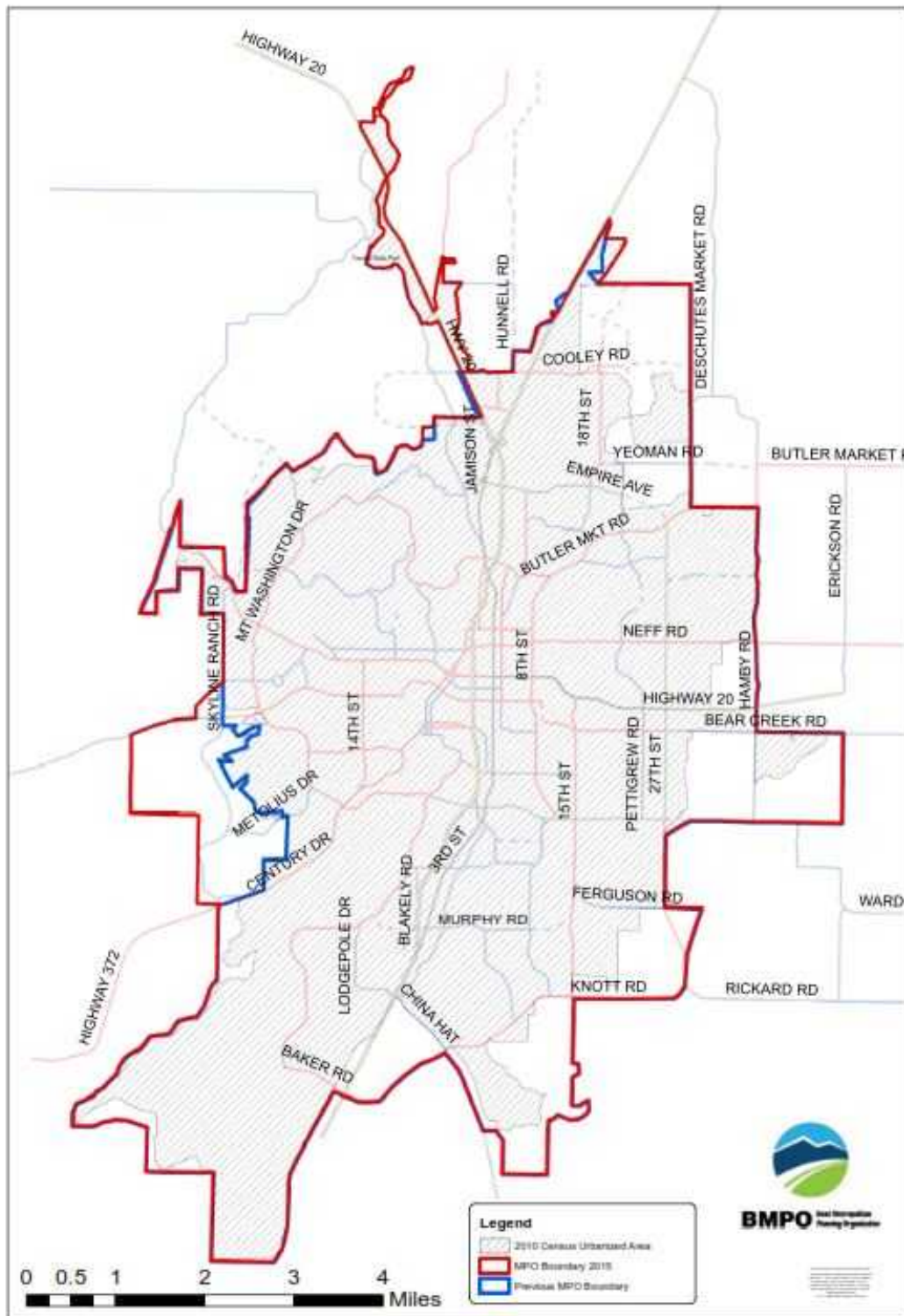


Figure 2: Map of BMPO Study Area

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).

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.

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 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.