

Bend Metropolitan Planning Organization



BMPO Bend Metropolitan
Planning Organization

**Annual Listing of Transportation Projects with
Obligated Federal Funding in FFY2016 and FFY2017**

March 2018

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 USDOT or ODOT.

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Bend Metropolitan Planning Organization FFY2016 and FFY2017 Annual Obligation Report

Introduction

The Bend Metropolitan Planning Organization (MPO) is making the Federal Fiscal Year (FFY) 2016 and 2017 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 2016 (October 1, 2015 - September 30, 2016) and FFY 2017 (October 1, 2016 - September 30, 2017). An annual report is typically prepared, but a computer system issue between ODOT and FHWA prohibited ODOT from generating the necessary summary reports. By the time the issue was resolved, data for FFY 2016 and FFY 2017 was available.

This document contains a list of transportation projects in the Bend MPO region for which federal funds were obligated during FFY 2016 and FFY 2017. The document fulfills a federal requirement for MPOs (see below). 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 must be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. 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 MTIP.

The federal metropolitan transportation planning statute states:

“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(s) 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.”

Overview

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. Alternatively, some projects may 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 may not always 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.

The content of the annual projects report 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 2018-2021. 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 ODOT and CET, the entities responsible for tracking project authorizations and obligations.

It is the responsibility of the MPO to prepare the Obligation Report. The Report was developed in coordination with local jurisdictions.

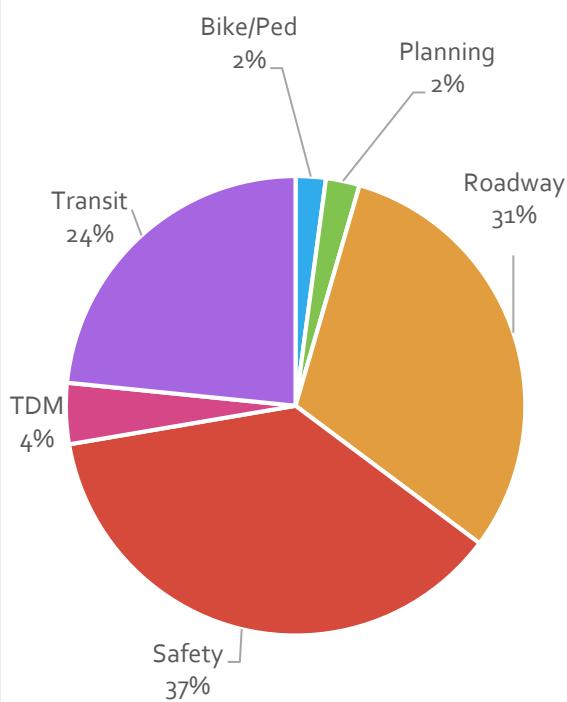
2016 Federal Obligation Summary

A total of \$ \$12,200,635 in federal funding was obligated in FFY 2016. Of this, \$3,747,403 (30%) was for roadway projects, \$2,854,463 (23%) was for transit operation or capital projects, \$289,492 (2%) was for planning, \$259,300 (2%) was for pedestrian/bike improvements, \$523,452 (4%) was for transportation demand management (TDM) and \$4,526,526 (37%) went to safety related projects.

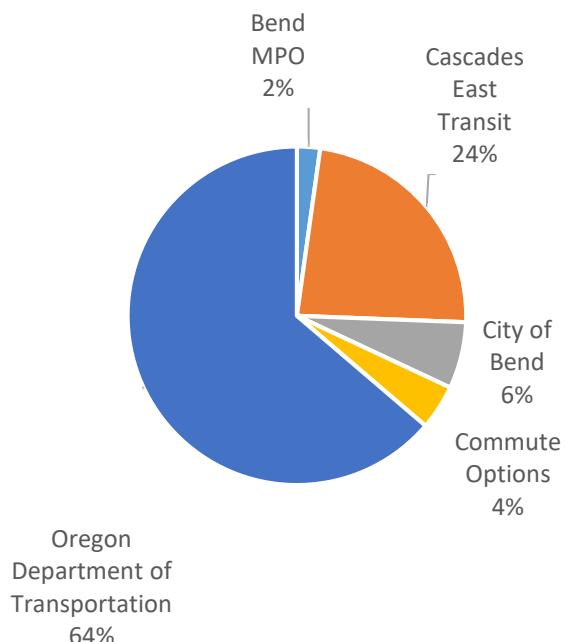
Project Type	Percent of Total	2016 FFY Federal Funds
Bike/Ped	2.1%	\$ 259,300
Planning	2.4%	\$ 289,492
Roadway	30.7%	\$ 3,747,403
Safety	37.1%	\$ 4,526,526
TDM	4.3%	\$ 523,452
Transit	23.4%	\$ 2,854,463
FFY 2016 Federal Funds Total		\$ 12,200,635

Jurisdiction	Percent of Total	2016 FFY Federal Funds
Bend MPO	2.2%	\$ 269,492
Cascades East Transit	23.4%	\$ 2,854,463
City of Bend	6.4%	\$ 776,702
Commute Options	4.3%	\$ 523,452
Oregon Department of Transportation	63.7%	\$ 7,776,526
FFY 2016 Federal Funds Total		\$ 12,200,635

2016 - Federal Funds by Project Type



2016 - Federal Funds By Jurisdiction



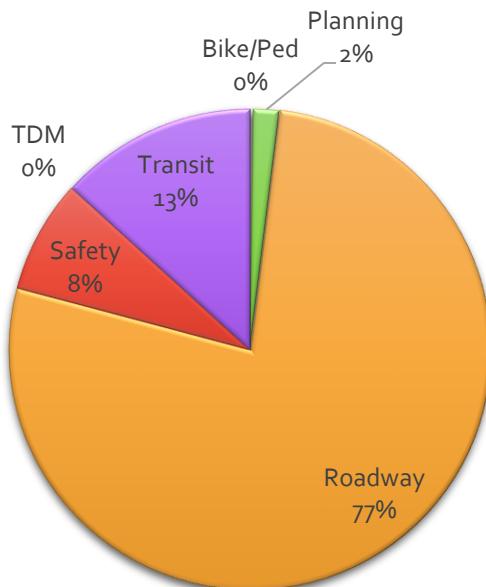
2017 Federal Obligation Summary

A total of \$ \$19,461,107 of federal funding was obligated in FFY 2017. Of this, \$15,025,385 (77%) was for roadway projects, \$2,580,368 (13%) was for transit operation or capital projects, \$333,975 (1.7%) was for planning, \$40,000 (<1%) went to pedestrian/bike improvements, \$5,000 (<1%) was for transportation demand management (TDM) and \$1,476,379 (7.5%) went to safety related projects.

Project Type	Percent of Total	FFY 2017 Federal Funds
Bike/Ped	0.2%	\$ 40,000
Planning	1.7%	\$ 333,975
Roadway	77.2%	\$ 15,025,385
Safety	7.6%	\$ 1,476,379
TDM	0.03%	\$ 5,000
Transit	13.3%	\$ 2,580,368
FFY 2017 Federal Funds Total		\$ 19,461,107

Jurisdiction	Percent of Total	FFY 2017 Federal Funds
Bend MPO	1.6%	\$ 313,975
Cascades East Transit	13.3%	\$ 2,580,368
City of Bend	4.0%	\$ 776,702
Commute Options	0.03%	\$ 5,000
Oregon Department of Transportation	81.1%	\$15,785,062
FFY 2017 Federal Funds Total		\$ 19,461,107

2017 - Federal Funds by Project Type



2017 - Federal Funds By Jurisdiction

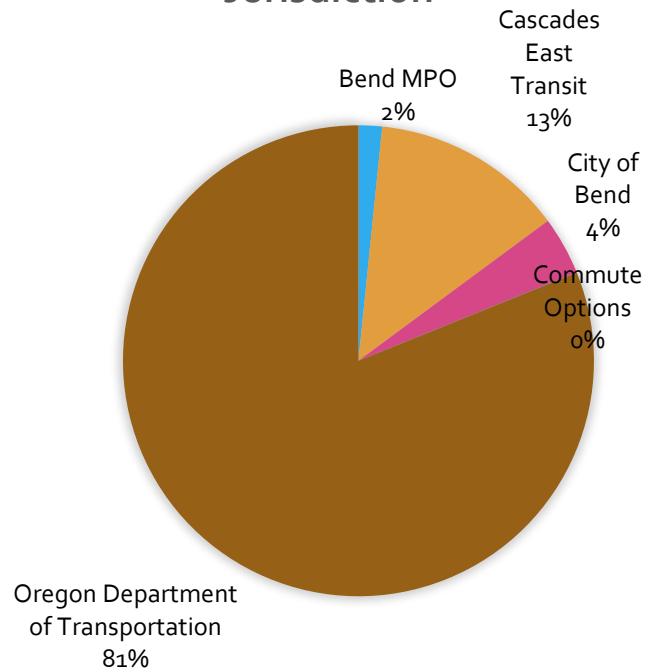


Table 1: Summary of Federal Funded Projects by Fund Type

Projects & Key Numbers	Federal Funds FFY2016	Federal Funds FFY 2017
2010 FTA PAUL SARBANES TRANSIT IN PARKS GRANT AWARD	\$34,276	
MT BACHELOR SHUTTLE BUS	34,276	
BEND MPO STBG FUNDS	\$871,971	\$912,536
BEND BIKE PED STRIPING	10,000	10,000
BEND CURB RAMPS/SIDEWALKS	30,000	30,000
BEND PAVEMENT PRESERVATION	736,702	736,702
COMMUTE OPTIONS SRTS	5,000	5,000
MPO PLANNING STBG	60,269	100,834
ODOT PARKWAY STUDY	20,000	20,000
TRANSIT MARKETING	10,000	10,000
FTA 5303 PLANNING FUNDS	\$51,665	\$51,665
BEND MPO PLANNING PL FUNDS SFY18		51,665
BEND MPO PLANNING PL FUNDS SFY17	51,665	
FTA 5307 FUNDS	\$1,476,078	\$2,175,368
FY14 5307 STP BUS REPLACEMENT	272,633	
FY15 5307 STP BUS REPLACEMENT	321,464	
FY16 5037 OPS/ADA/PM/TRANSIT IMPROVEMENTS	881,981	
FY17 5037 OPS/ADA/PM/TRANSIT IMPROVEMENTS		2,175,368
HSIP	\$4,526,526	\$1,476,379
US20 OR126 JCT - DESCHUTES RIVER BRIDGE		906,949
US97: REDMOND - BEND		569,430
US97: ROMAINE VILLAGE WAY - LAVA BUTTE	4,526,526	
METROPOLITAN PLANNING	\$157,558	\$161,476
BEND MPO PLANNING PL FUNDS SFY18		161,476
BEND MPO PLANNING PL FUNDS SFY17	157,558	
NHPP	\$2,800,611	\$5,354,935
US20: DESCHUTES RIVER BRIDGE - ROBAL RD (BEND)		2,719,500
US20: EMPIRE - GREENWOOD (3RD ST, BEND)		2,635,435

US97 AT POWERS RD (POWERS) BIKE-PED CROSSING	219,300	
US97: ROMAINE VILLAGE WAY - LAVA BUTTE	2,581,311	
STBG	\$947,842	\$8,933,749
COMMUTE OPTIONS TRANSPORTATION OPTIONS PROGRAM-PROMOTE/ENCOURAGE THE USE OF CARPOOLS, VANPOOLS, TRANSIT, BICYCLING, WALKING, ETC.	518,452	
REGION 4 ITS	255,300	
US20 @ 8TH STREET (BEND) CENTRAL OREGON HIGHWAY DESCHUTES COUNTY	13,140	(773)
US20 @ EMPIRE AVENUE (BEND) MCKENZIE-BEND SIGNAL SYSTEM UPGRADES & IMPROVEMENTS DESCHUTES	83,250	(81,798)
US20 @ TUMALO ENVIRONMENTAL ASSESSMENT MCKENZIE-BEND DEVELOP DESIGN LEVEL ENVIRONMENTAL IMPACT STATEMENT (EIS) DESCHUTES	363,587	
US20 OR126 JCT - DESCHUTES RIVER BRIDGE	333,000	8,397,434
FTA 5337 FUNDS	\$484,669	
FY16 5037 OPS/ADA/PM/TRANSIT IMPROVEMENTS	484,669	
FTA 5311 FUNDS	\$107,000	
Bend Hawthorne Station Improvements 5311	107,000	
STP Funds ODOT	\$742,440	
Region 4 STP - COIC Transit Capital Program	742,440	
FTA 5339 Funds	\$395,000	
FY16 5339 Bus Purchase	395,000	
Grand Total Federal Funds by FFY	\$ 12,200,635	\$ 19,461,107

* (123) indicates savings or reallocation of funds to another project.

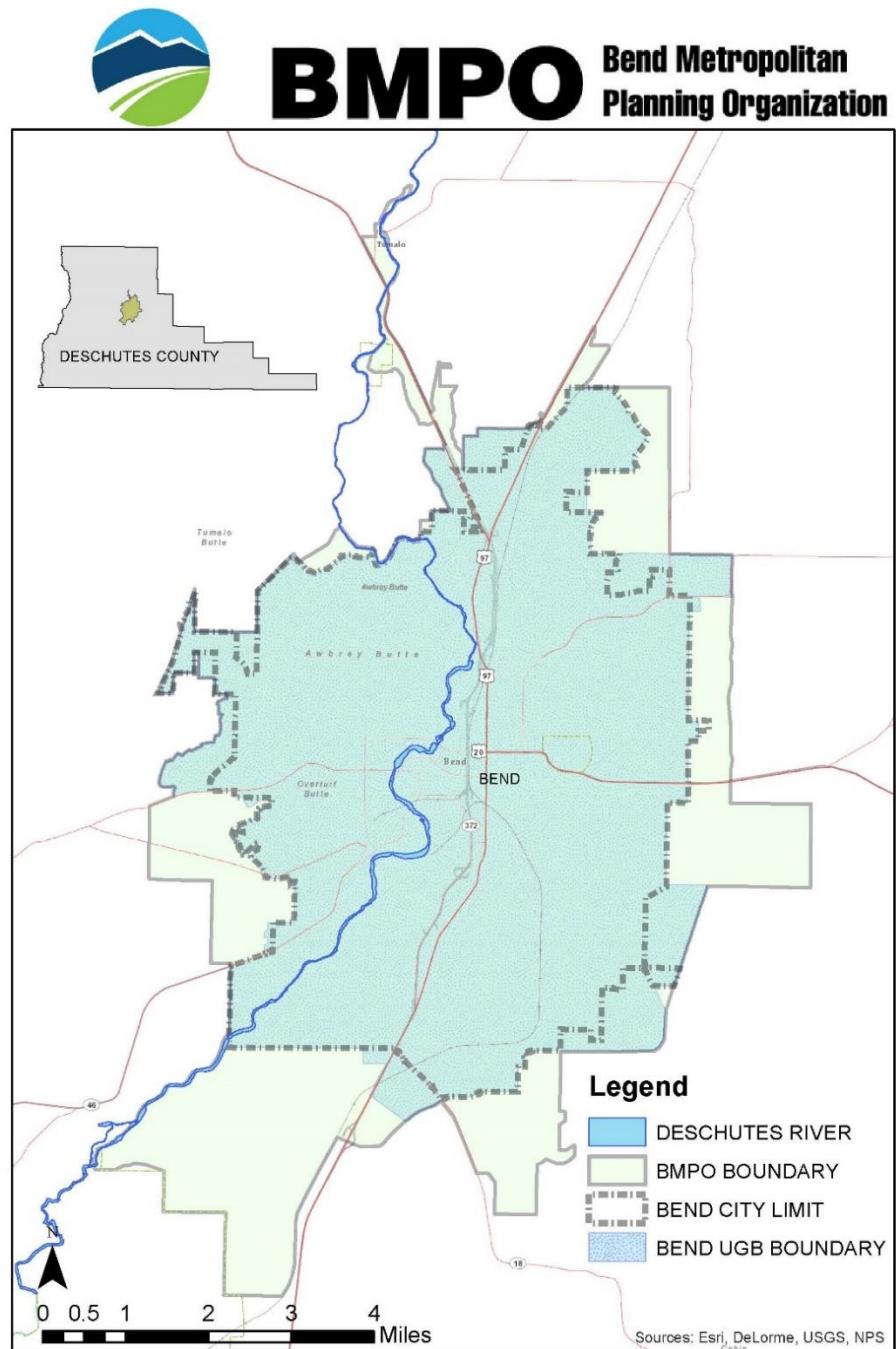
Table 2: Federal Funds by Jurisdiction

Projects by Jurisdiction	Federal Funds FFY 2016	Federal Funds FFY 2017
Bend MPO		
Planning		
BEND MPO PLANNING PL FUNDS SFY18		\$ 213,141
MPO PLANNING STBG	\$ 60,269	\$ 100,834
BEND MPO PLANNING PL FUNDS SFY17	\$ 209,223	
Cascades East Transit		
Transit		
FY14 5307 STP BUS REPLACEMENT	\$ 272,633	
FY15 5307 STP BUS REPLACEMENT	\$ 321,464	
FY16 5037 OPS/ADA/PM/TRANSIT IMPROVEMENTS	\$ 1,366,650	
MT BACHELOR SHUTTLE BUS	\$ 34,276	
TRANSIT MARKETING	\$ 10,000	\$ 10,000
FY17 5037 OPS/ADA/PM/TRANSIT IMPROVEMENTS		\$ 2,175,368
Bend Hawthorne Station Improvements 5311	\$ 107,000	
Region 4 STP - COIC Transit Capital Program	\$ 742,440	
FY16 5339 Bus Purchase		\$ 395,000
City of Bend		
Bike/Ped		
BEND BIKE PED STRIPING	\$ 10,000	\$ 10,000
BEND CURB RAMPS/SIDEWALKS	\$ 30,000	\$ 30,000
Roadway		
BEND PAVEMENT PRESERVATION	\$ 736,702	\$ 736,702
Commute Options (TDM)		
COMMUTE OPTIONS SRTS	\$ 5,000	\$ 5,000

COMMUTE OPTIONS TRANSPORTATION OPTIONS PROGRAM-PROMOTE/ENCOURAGE THE USE OF CARPOOLS, VANPOOLS, TRANSIT, BICYCLING, WALKING, ETC.	\$ 518,452	
Oregon Department of Transportation		
Bike/Ped		
US97 AT POWERS RD (POWERS) BIKE-PED CROSSING	\$ 219,300	
Planning		
ODOT PARKWAY STUDY	\$ 20,000	\$ 20,000
Roadway		
REGION 4 ITS		\$ 255,300
US20 @ 8TH STREET (BEND) CENTRAL OREGON HIGHWAY DESCHUTES COUNTY	\$ 13,140	\$ (773)
US20 @ EMPIRE AVENUE (BEND) MCKENZIE-BEND SIGNAL SYSTEM UPGRADES & IMPROVEMENTS DESCHUTES	\$ 83,250	\$ (81,798)
US20 @ TUMALO ENVIRONMENTAL ASSESSMENT MCKENZIE-BEND DEVELOP DESIGN LEVEL ENVIRONMENTAL IMPACT STATEMENT (EIS) DESCHUTES		\$ 363,587
US20 OR126 JCT - DESCHUTES RIVER BRIDGE	\$ 333,000	\$ 8,397,434
US20: DESCHUTES RIVER BRIDGE - ROBAL RD (BEND)		\$ 2,719,500
US20: EMPIRE - GREENWOOD (3RD ST, BEND)		\$ 2,635,435
US97: ROMAINE VILLAGE WAY - LAVA BUTTE	\$ 2,581,311	
Safety		
US20 OR126 JCT - DESCHUTES RIVER BRIDGE		\$ 906,949
US97: REDMOND - BEND		\$ 569,430
US97: ROMAINE VILLAGE WAY - LAVA BUTTE	\$ 4,526,526	
Grand Total	\$ 12,200,635	\$ 19,461,107

* (123) indicates savings or reallocation of funds to another project.

Figure 1: Map of BMPO Study Area



Funding Sources

Fund Code	Description
NHPP	National Highway Performance Program (NHPP) projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements
HSIP	Highway Safety Improvement Program (HSIP) projects are consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement, and safe streets projects.
FTA 5307 Funds	FTA Section 5307 funds are distributed on a statutory formula basis to support capital, certain 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% federal and 20% local; when used for operations, the maximum federal percentage is 50 percent.
Bend MPO STBG Funds	Funds provided to the MPO based on a formula set by agreement with ODOT, the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC). The MPO receives approximately \$1 million per year, based on population estimates from Portland State University Center for Population Research. These funds are programmed for eligible projects within the MPO's region by the Policy Board.
STBG	STBG has the most flexible eligibilities among all Federal-aid highway programs; it can be used for highway, transit, bicycle, pedestrian and other transportation options projects. The STBG promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs.
Metropolitan Planning (PL)	The PL program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint ODOT, FHWA and FTA responsibility.
FTA Paul Sarbanes Transit in Parks Grant	The Paul S. Sarbanes Transit in Parks Program (Transit in Parks) was originally authorized under SAFETEA-LU, and provided grants for alternative transportation in America's national parks and federal lands. The program was repealed by Congress under MAP-21. Alternative transportation projects formerly eligible under Transit in Parks are now eligible under the Federal Highway Administration's Federal Lands Transportation Program and FLAP (below).
Federal Lands Access Program (FLAP)	FLAP provides funds for projects that access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. Funds are distributed by formula among States that have Federal lands. Most of the funds go to States that contain at least 1.5% of the national total of public lands, and the other 20% go to remaining states.
FTA 5310 Funds	The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
FTA 5311 Funds	The Section 5311 program provides funding for transportation services for residents in non-urban areas. The funds may be used for both operations support and capital support. 5311 funds have a 50 percent match requirement
FTA 5339 Funds	The Section 5339 program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The basic matching ratio for capital projects is 80% federal, the same as for highway projects in the FHWA program.
FTA 5303 Planning Funds	Provides funding for transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in 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.
Oregon Highway Fund	The Oregon Highway Fund is the major source of funding for transportation capital improvements and activities statewide. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers. The revenues are divided between, cities and counties.

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.