

Bend Metropolitan Planning Organization



BMPO Bend Metropolitan
Planning Organization

Annual Listing of Transportation Projects with Obligated Federal Funding in FFY2018

December 2018

Report Preparation

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 FFY2018 Annual Obligation Report

Bend MPO

The Bend Metropolitan Planning Organization (BMPO) is the designated Metropolitan Planning Organization (MPO) for the Bend urbanized area located in Deschutes County. BMPO is responsible for planning, programming, and coordinating federal transportation improvement investments within the area and serves as a forum for cooperative transportation decision making. To achieve this objective of regional transportation planning, BMPO has developed important partnerships with the State of Oregon, City of Bend, Deschutes County, and Cascades East Transit. BMPO coordinates its regional planning efforts with the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Introduction

The Bend Metropolitan Planning Organization (MPO) is making the Federal Fiscal Year (FFY) 2018 Annual Listing of Obligated Projects available for public review. The Annual Listing of Projects documents the projects for which federal funds¹ were obligated in FFY 2018 (October 1, 2017 - September 30, 2018) within the Bend MPO². The Bend MPO is required to prepare an annual report no later than 90 days after September 30, 2018.

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.

Federal Requirements

23 CFR 450.334 requires:

(a) 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 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.

¹ Federal funds are listed in Table 1: Summary of Federal Funded Projects by Fund Type
Bend MPO FFY 2018 Obligation Report

² Bend MPO boundary map is located on Figure 1: Map of Bend MPO Boundary

(b) The listing shall be prepared in accordance with §450.314 (a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the [Transportation Improvement Program (TIP)] information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. (c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

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. To be included in this listing, an obligated project must be either entirely or partially located within Bend MPO's transportation planning area which is the MPO boundary listed in Figure 1.

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. Bend MPO strives to list the amount obligated and the full project amount for context if the information is available. This gives more information than required by statute when available. You can find the total project funding in the tables for each project by [Table 1: Summary of Federal Funded Projects by Fund Type](#) and [Table 2: Federal Funds by Jurisdiction](#)

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. This report was developed in coordination with member agencies including the City of Bend, Deschutes County, ODOT and CET.

2018 Federal Obligation Summary

A total of \$ \$4,670,419 in federal funding was obligated in FFY 2018 within the Bend Metropolitan Planning Organization boundary. Of this, \$2,439,675 (52%) was for roadway projects, \$1,820,186 (39%) was for transit operation or capital projects, and \$410,558 (2%) was for planning. Although there were no discreet projects for safety, bicycle or pedestrian improvements, many of the roadway projects have safety, bicycle and pedestrian components.

Table 1: Summary of FFY 2018 Federal Funded Projects by Fund Type

2018 FEDERAL OBLIGATION SUMMARY BY FUND TYPE	Total Federal Funds Obligated (FFY 2018)	Percent of Federal Funds Obligated (FFY 2018)
FTA 5307 Funds	\$ 1,820,186	39%
Bend Transit Operations Capital 2018 (5307)	\$ 1,320,286	28%
Bend Transit Operations/Capital 2017 (5307)	\$ 499,900	11%
METROPOLITAN PLANNING (PL) & FTA 5303 PLANNING FUNDS	\$ 215,248	5%
Bend MPO Planning SFY18	\$ 67,539	1%
Bend MPO Planning SFY19	\$ 147,709	3%
METROPOLITAN PLANNING STBG - MPO	\$ 195,310	4%
Bend MPO Planning SFY 2017	\$ 195,310	4%
NHPP	\$ 902,002	19%
US20: Empire-Greenwood (3 rd St, Bend) **	\$ 653,001	14%
US97: Bowery Lane - Romaine Village Way**	\$ 249,001	5%
STBG - ODOT	\$ 1,537,673	33%
US20 at Tumalo**	\$ 619,514	13%
Region 4 Intelligent Transportation Systems (ITS)	\$ 918,159	20%
FFY 2018 Total	\$ 4,670,419	100%

* Project has a pedestrian or bicycle improvement component

+ Project has a safety improvement component

Table 2: Summary of FFY 2018 Federal Funds by Jurisdiction

2018 FEDERAL OBLIGATION SUMMARY BY JURISDICTION	Total Federal Funds Obligated (FFY 2018)	Percent of Federal Funds Obligated (FFY 2018)
Bend Metropolitan Planning Organization	\$ 410,558	9%
Bend MPO Planning SFY 17	\$ 195,310	4%
Bend MPO Planning SFY18	\$ 67,539	1%
Bend MPO Planning SFY19	\$ 147,709	3%
Cascade East Transit	\$ 1,820,186	39%
Bend Transit Operations Capital 2018 (5307)	\$ 1,320,286	28%
Bend Transit Operations/Capital 2017 (5307)	\$ 499,900	11%
Oregon Department of Transportation	\$ 2,439,675	52%
US20 at Tumalo **	\$ 619,514	13%
US20: Empire- Greenwood (3rd St, Bend)**	\$ 653,001	14%
US97: Bowery Lane – Romaine Village Way**	\$ 249,001	5%
Region 4 Intelligent Transportation Systems (ITS)	\$ 918,159	20%
FFY 2018 Total	\$ 4,670,419	100%

* Project has a pedestrian or bicycle improvement component

+ Project has a safety improvement component

Project Descriptions

The following pages provide project descriptions as included in the MTIP for each of the projects for which federal funds were obligated in FFY 18 within the Bend MPO.

Bend Metropolitan Planning Organization

Bend MPO planning funds by Federal fiscal year. Projects will be selected in the future through the annual MPO work program development process.

Cascades East Transit

Operations and capital funds by Federal fiscal year.

Oregon Department of Transportation

US20 at Tumalo: Develop solutions, perform traffic analysis and complete design through the Design Acceptance Phase that addresses both short-term and long-term safety and congestion problems.

US20 - Empire to Greenwood: Pavement preservation (grind out pavement and inlay new asphalt in travel lanes)

US97 – Bowery Lane to Romaine Village Way: Pavement preservation, ADA upgrades, sidewalks, bike lanes, pedestrian crossing, sign and signal upgrades

Region 4 ITS: Video cameras and communication infrastructure, replace illuminations with LEDs, and a Variable Message Sign.

Figure 1: Bend MPO Boundary

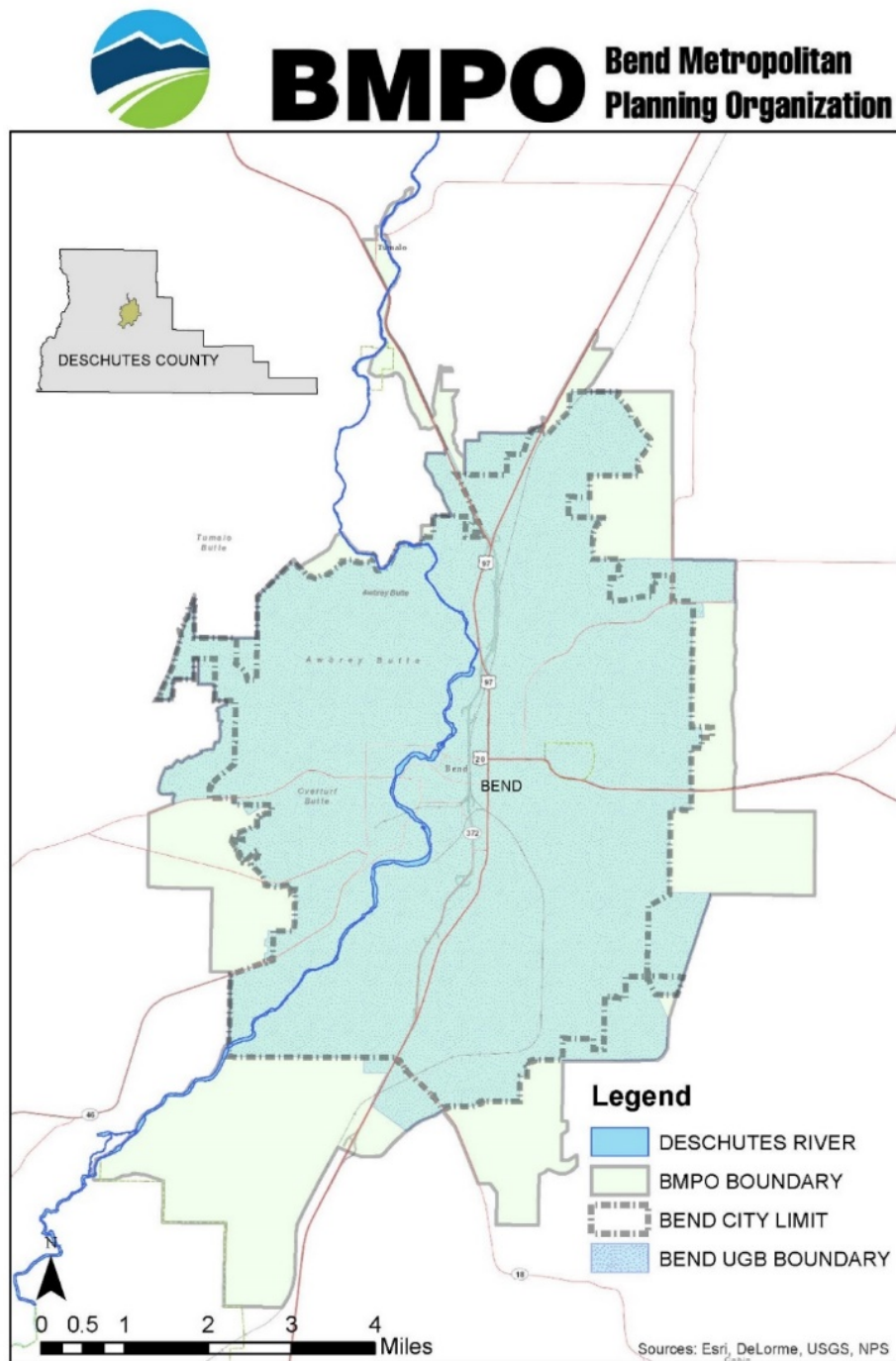


Table 3: Federal Funding Code and Description

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 share is 50 percent.
STBG - MPO	Surface Transportation Block Grant (STBG) 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 the PSU Center for Population Research. These funds are programmed for eligible projects within the MPO by the Policy Board.
STBG - ODOT	STBG funds received by ODOT 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. These funds are also commonly referred to as Surface Transportation Program (STP) funds.
Metropolitan Planning (PL)	The PL program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.
FTA 5310 Funds	The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities.
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 ODOT, 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.