

Bend Metropolitan Planning Organization



BMPO Bend Metropolitan
Planning Organization

Annual Listing of Transportation Projects with Obligated Federal Funding in FFY2019

December 2019

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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Contents

Introduction	3
Overview	4
2019 Federal Obligation Summary.....	5
Table 1: Summary of Federal Funded Projects by Fund Type	5
Table 2: Federal Funds by Jurisdiction.....	6
Figure 1: Map of Bend MPO Boundary	6
Table 3: Federal Funding Code and Description	8

Bend Metropolitan Planning Organization FFY2019 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. The 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 the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Introduction

The BMPO is making the Federal Fiscal Year (FFY) 2019 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 2019 (October 1, 2018 - September 30, 2019) within the Bend MPO². The Bend MPO is required (see below) to prepare an annual report no later than 90 days after the end of the federal fiscal year.

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 MPO 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.
- (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

¹ Federal funds are listed in [Table 1: Summary of Federal Funded Projects by Fund Type](#)

² Bend MPO boundary map is located on [Figure 1: Map of Bend MPO Boundary](#)

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 shown 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. The 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.

2019 Federal Obligation Summary

A total of \$ \$5,632,093 in federal funding was obligated in FFY 2019 within the BMPO boundary. Of this, \$3,239,148 (57.5%) was for roadway projects, \$1,829,437 (32.5%) was for transit operation or capital projects, and \$563,508 (10.0%) 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.

This report also lists deobligated funds totaling \$3,585,631 (shown as a negative number). Funds may be deobligated because a project is finished and not all funds were expended or a project gets changed to a different fiscal year. The footnotes for those projects explain the project deobligation.

This brings the total federal funding for FFY 2019 to \$2,046,462.

Table 1: Summary of FFY 2019 Federal Funded Projects by Fund Type

2019 Federal Obligation Summary by Fund Type	Total Federal Funds Obligated (FFY 2019)	Percent of Federal Funds Obligated (FFY 2019)
5303 Transit: Planning, Research and Training	\$47,509	2.32%
BEND MPO PLANNING SFY20	\$47,509	100.00%
5307 - Transit: Urban Operations Support	\$1,797,637	87.84%
2019 5307 Operations, ADA Service, Preventative Maintenance, Project Administration, Security System Upgrades	\$1,341,306	74.61%
FY 17 STBG to 5307 Bus Replacement	\$354,434	19.72%
FY16 5307 STBG Bend Bus Shelters	-\$31,800 ³	-1.77%
FY2019 STBG transfer to Section 5307 for CET Regional Transit Master Plan Update	\$133,697	7.44%
Advanced Transportation and Congestion Management Technologies Deployment FHWA	\$277,500	13.56%
City of Bend Colorado/Arizona Couplet ATSPM	\$277,500	100.00%
Metropolitan Planning Funds (PL)	\$166,925	8.16%
Bend MPO Planning SFY18	-\$2,202 ⁴	-1.32%
Bend MPO Planning SFY19	\$5,021	3.01%
Bend MPO Planning SFY20	\$164,105	98.31%
National Highway Performance Program	-\$2,925,516	-142.95%
US20: Empire - Greenwood (3rd St, Bend)	-\$2,779,471 ⁵	95.01%
US97 at Powers Rd (POWERS)	-\$216,179	7.39%

³ FY16 5307 STBG Bend Bus Shelters – project completion

⁴ BEND MPO PLANNING SFY18 – reallocation of statewide funding

⁵ US20: EMPIRE - GREENWOOD (3RD ST, BEND) – slipped this project to another funding year

US97: Bowery Lane - Romaine Village Way	\$413,341	-14.13%
US97: Romaine Village Way - Lava Butte	-\$343,208 ⁶	11.73%
Surface Transportation Block Grant Program	\$2,682,408	131.08%
Bend MPO Planning SFY18	\$0	0.00%
Bend MPO Planning SFY19	\$346,872	12.93%
Region 4 ITS	\$343,530	12.81%
US20 at Tumalo	\$597,602	22.28%
US20: Mervin Samples - Greenwood (3rd St, Bend)	\$1,394,404	51.98%
Grand Total	\$2,046,462	100.00%
Obligated Total	\$5,632,093	
Deobligated Total	-\$3,585,631	

Table 2: Summary of FFY 2018 Federal Funds by Jurisdiction

2019 Federal Obligation Summary by Jurisdiction	Total Federal Funds Obligated (FFY 2019)	Percent of Federal Funds Obligated (FFY 2019)
Bend Metropolitan Planning Organization		
Bend MPO Planning SFY18	-\$2,202	-0.39%
Bend MPO Planning SFY19	\$351,893	62.69%
Bend MPO Planning SFY20	\$211,614	37.70%
Cascade East Transit		
2019 5307 Operations, ADA Service, Preventative Maintenance, Project Administration, Security System Upgrades	\$1,341,306	74.61%
FY 17 STBG to 5307 Bus Replacement	\$354,434	19.72%
FY16 5307 STBG Bend Bus Shelters	-\$31,800	-1.77%
FY2019 STBG transfer to Section 5307 for CET		
Regional Transit Master Plan Update	\$133,697	7.44%
Oregon Department of Transportation		
City of Bend Colorado/Arizona Couplet ATSPM	\$277,500	-88.81%
Region 4 ITS	\$343,530	-109.94%
US20 at Tumalo	\$597,602	-191.24%
US20: Empire - Greenwood (3rd St, BEND)	-\$2,779,471	889.49%
US20: Mervin Samples - Greenwood (3rd St, Bend)	\$1,394,404	-446.24%
US97 at Powers Rd (POWERS)	-\$216,179	69.18%
US97: Bowery Lane - Romaine Village Way	\$413,341	-132.28%
US97: Romaine Village Way - Lava Butte	-\$343,208	109.83%
Grand Total	\$2,046,462	100.00%
Obligated Total	\$5,632,093	
Deobligated Total	-\$3,585,631	

⁶ US97: ROMAINE VILLAGE WAY - LAVA BUTTE – project funding from previous years expenditures

Figure 1: Bend MPO Boundary

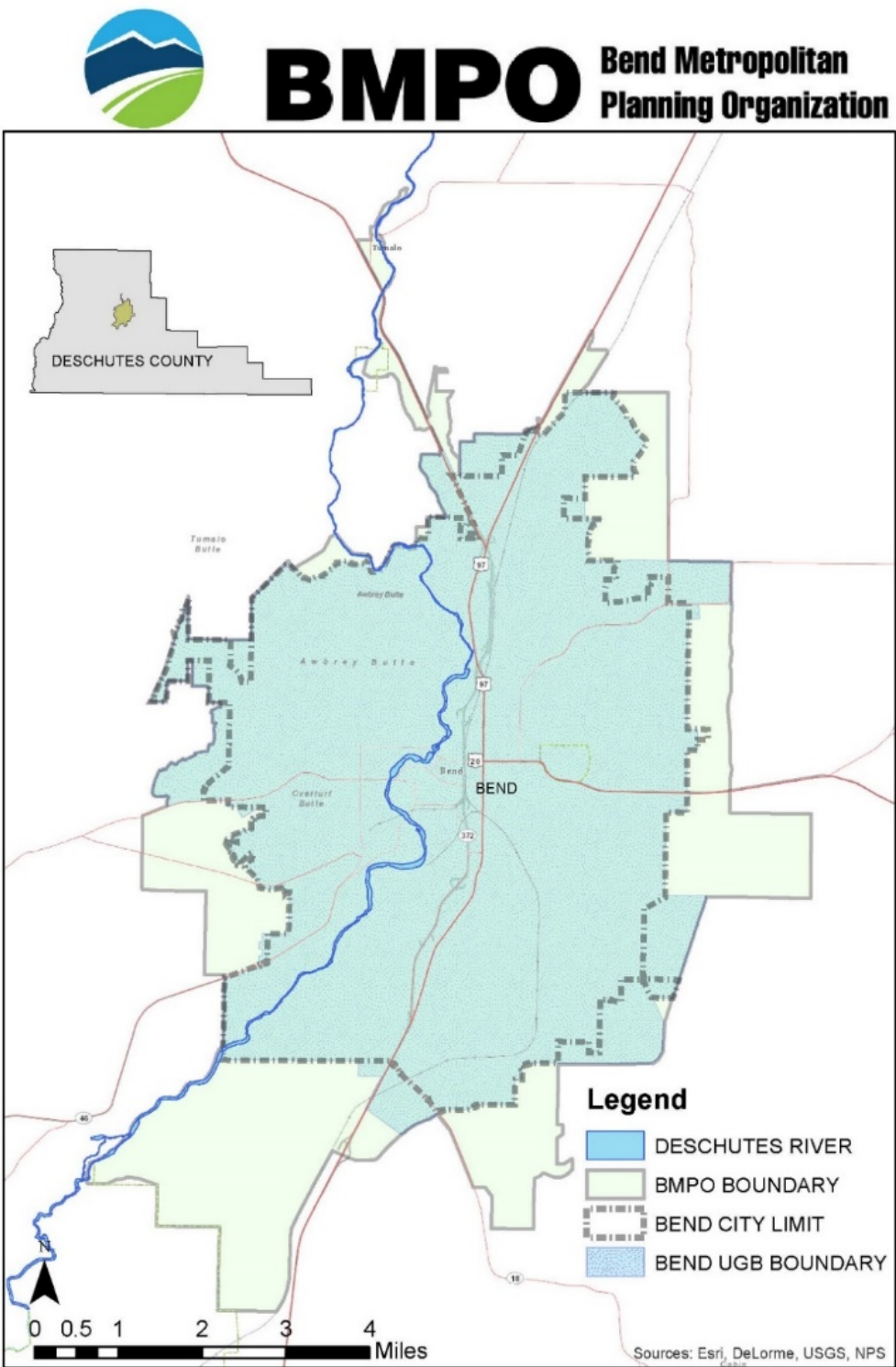


Table 3: Federal Funding Code and Description

Fund Code	Description
FTA 5303 Planning Funds	FTA Section 5303 funds are used for transportation planning in metropolitan areas and states. The funding can be used for 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.
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%.
Surface Transportation Block Grant (STBG)	Surface Transportation Block Grant (STBG) funds are provided to the MPO based on a formula set thru an agreement between ODOT, the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC). The MPO receives approximately \$1 million per year. 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)	PL are used for transportation planning in metropolitan areas. The funding can be used for the full range of MPO planning responsibilities. 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.
Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)	The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program to provide competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, and system performance.
National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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.