



Annual Obligation Report

Federal Fiscal Year 2024



BEND MPO

Metropolitan Planning Organization

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From the BMPO

This report was prepared by the Bend Metropolitan Planning Organization (BMPO) and was financed in part by the United States Department of Transportation (USDOT) – specifically Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL Funds) and Federal Transit Administration (FTA) Section 5303 funds – and in part by local matching funds provided by the Oregon Department of Transportation (ODOT). The views and opinions of the BMPO expressed herein do not necessarily state or reflect those of the USDOT or ODOT.



About the BMPO

The BMPO was formed in December 2002 when the Bend area reached a population of 50,000¹. It is the lead agency for regional transportation planning and the decision-making body for federal and state transportation funding for the Bend urbanized area, in Deschutes County. The organization is charged with maintaining and conducting a continuing, comprehensive, and cooperative transportation planning process for the **BMPO area**². The purpose of this process is to develop plans and programs that consider all transportation modes and support community development and social goals.

It is also responsible for planning, programming, and coordinating federal transportation improvement investments within the BMPO area. To achieve these objectives, the BMPO has developed important partnerships with ODOT, City of Bend, Deschutes County, and Cascades East Transit (CET). The BMPO coordinates its planning efforts with the FHWA and the FTA.

¹ The 2000 U.S. Census identified the Bend area as an urbanized area with a population over 50,000. This resulted in the establishment of the BMPO, as required by the Code of Federal Regulations (CFR), Title 23, Part 450 (23 CFR 450). To learn more, visit the **23 CFR Part 450 – Planning Assistance and Standards** section of the Electronic Code of Federal Regulations (eCFR) system.

² Refer to the **23 CFR 450C** section of the eCFR system for more information.

Title VI Notice of Protection

The BMPO complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The BMPO operates without regard to race, color, national origin, religious creed, sexual orientation, gender identity or expression, veteran's status, and/or ancestry. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the BMPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Title VI Coordinator, Andrea Napoli at anapoli@bendoregon.gov or 541-323-8545.

Publication of this report fulfills the following federal requirements for the BMPO:

- Federal regulation 23 USC 134(h)(7)(B)
- Federal regulation 49 USC 5303(c)(5)(B)
- FTA/FHWA guidance on annual listing of transportation projects with obligated funding

Introduction

About the Annual Obligation Report

An Annual Obligation Report is an annual listing of transportation projects for which federal funds were obligated within the preceding federal fiscal year³. The BMPO is required (by federal transportation planning statute **23 CFR 450.334**) to prepare and publish an obligation report annually, within 90 days following the end of each federal fiscal year.

The purpose of the report is to increase transparency about government spending on transportation projects and programs in the BMPO area, and to increase public awareness and understanding of how federal funds are being spent.

The obligation report must be consistent with the categories identified in the BMPO Metropolitan Transportation Improvement Program (MTIP)⁴. However, the MTIP identifies projects within the federal fiscal year in which *implementation* is anticipated, rather than when the project receives federal *authorization*. Therefore, this Annual Obligation Report must be developed in cooperation with ODOT and CET, which are the entities responsible for tracking project authorizations and obligations.

The content of this report is consistent with the BMPO MTIP project listings. This report has been made available for public review and is available at www.bendoregon.gov/MTIP.

What is an Obligation?

An obligation in the context of this report is the federal government's legal commitment (or promise) to pay the federal share of eligible transportation project costs. An obligated project is one that has been authorized by a federal agency as meeting eligibility requirements for federal funding.

³ The federal fiscal year runs from October 1 of one calendar year through September 30 of the next.

⁴ The MTIP is a short-term listing of transportation projects that are funded, at least in part, by federal dollars from the FHWA and/or FTA. The current MTIP covers the years 2024 through 2027 and includes project names, numbers, locations, descriptions, and estimated costs. BMPO MTIP documents are available at www.bendoregon.gov/MTIP.

Obligations for FTA (transit) projects typically occur when a project is approved, and the grant agreement is executed⁵. Obligations for FHWA projects occur when a project agreement⁶ is executed and the recipient agency requests that funds be obligated.

When a project receives an obligation, it may not necessarily mean the project will be implemented or completed within the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction. Alternately, some projects may proceed to construction using local funds, with the potential to later be obligated and reimbursed with federal funds.

Once funds have been obligated, the recipient begins to incur eligible project expenses and request reimbursement. Reimbursement requests must demonstrate that the recipient incurred costs consistent with the project agreement and all federal rules.

The amount of an obligation does not always equal the total cost of the project. For example, an obligation could be for just one phase of a multi-phased project.

FFY24 Obligations

Overview

This annual report documents BMPO area transportation projects that received federal funding obligations during federal fiscal year 2024 (FFY24). To be included in this report, an obligated project must be located, in part or in whole, within the **BMPO transportation planning area**, and the obligation must have occurred between October 1, 2023, and September 30, 2024.

Obligation amounts listed in this report do not account for any local funding. In addition to listing the federal funds obligated in FFY24, the BMPO strives to list the total amount of federal funding and the total estimated cost for each project⁷. While not required, this supplemental information is intended to provide context around how the annual obligation relates to overall project funding.

Some of the projects in this report may already have been constructed.

⁵ If FTA project funding is transferred from FHWA to FTA, the funding is considered obligated once the FHWA to FTA transfer has occurred.

⁶ The project agreement defines specific project elements that are eligible for funding, how financing will occur, and agency roles, responsibilities, and liabilities.

⁷ Amounts listed are as of December 2024 and may not represent final federal funding amounts or project totals.

Summary of Obligations

For FFY24, a total of \$21,236,820 in federal funding was obligated for transportation projects within the BMPO area. In total, six projects received funding obligations from four different funding sources (more detail is available in the following tables). Of note, no FTA (transit) obligations occurred within the year⁸. The project with the highest federal obligation in FFY24 is the **US97 and US20 Bend North Corridor project**, highlighted below.

HIGHLIGHTED PROJECT

The BMPO area project with the highest federal obligation in FFY24 is the *US97 and US20 Bend North Corridor project*. This ODOT project, in partnership with the City of Bend, is now complete.

The project involved multiple improvements, intended to mitigate increased congestion and related safety issues (following rapid population growth in the area over the past decade), at the north end of Bend. Focus areas for the improvements included enhancing safety, reducing traffic volumes, congestion, and speeds at busy intersections, adding bicycle and pedestrian facilities, and increasing/improving neighborhood access, quality of life, movement of goods, and travel times. To learn more about this project, visit [ODOT's Bend North Corridor Project \(US20 and US97\) webpage](#).



FIGURE 1: US97 AND US20 BEND NORTH CORRIDOR PROJECT. SOURCE: ODOT'S BEND NORTH CORRIDOR PROJECT (US20 AND US97) WEBPAGE.

⁸ While no FTA obligations occurred in FFY24, there are transit projects that were awarded federal funds and have grant agreements pending execution, which suggests FTA obligations would be expected in the next annual obligation report.

OBLIGATIONS SUMMARY TABLES & CHARTS

The following tables show the FFY24 annual obligations to projects within the BMPO area.

The total amount obligated from each funding source is represented in **Table 1**, with the distribution of these obligations across projects shown in **Table 2**.

TABLE 1: OBLIGATIONS BY FUNDING SOURCE

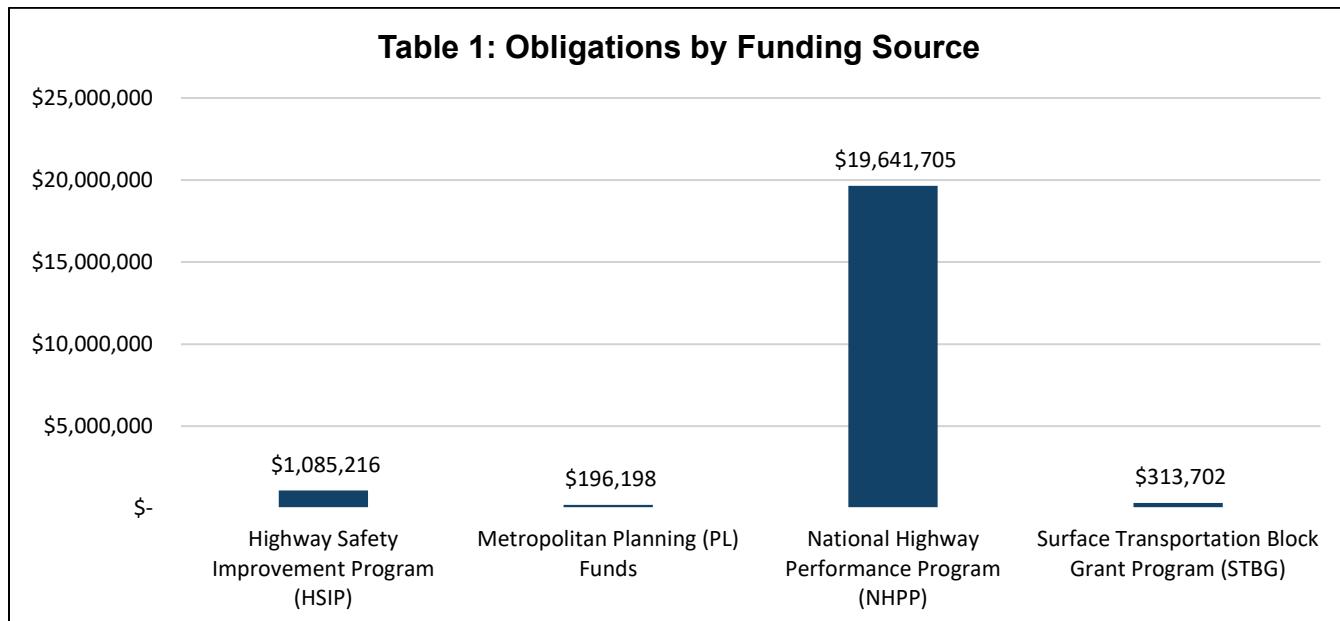


TABLE 2: OBLIGATIONS BY FUNDING SOURCE AND PROJECT

Funding Source Code	Project Title	Project No.	FFY24 Federal Funds Obligated	Percent (%) of Total Oblig.
HSIP	US20: 3rd St - 15th St (Greenwood, Bend)	21489	\$1,015,184	
HSIP	US20: Ward / Hamby Rd. Intersection	21667	\$70,031	
HSIP Total			\$1,085,216	5.11%
PL	Bend MPO Planning SFY25	22499	\$196,198	
PL Total			\$196,198	0.92%
NHPP	US20: 3rd St - 15th St (Greenwood, Bend)	21489	\$2,722,814	
NHPP	US20: Tumalo - Cooley Rd. (Bend)	20011	\$185,415	
NHPP	US97 and US20 Bend North Corridor	21229	\$16,733,476	
NHPP Total			\$19,641,705	92.49%
STBG	Bend MPO Planning SFY25	22499	\$ 269,190	
STBG	US20 at Tumalo	14892	\$44,512	
STBG Total			\$313,702	1.48%
Grand Total			\$21,236,820	100.00%

The amount obligated for each project and project phase is listed in **Table 3**.

TABLE 3: OBLIGATIONS BY PROJECT AND PHASE

Project Title	Project No.	Phase ⁹	FFY24 Federal Funds Obligated	Total Federal Funding ¹⁰	Total Project Estimate ¹¹
Bend MPO Planning SFY25	22499	PL	\$465,388		
Bend MPO Planning SFY25 Total			\$465,388	\$266,240	\$296,128
US20 at Tumalo	14892	Admin	\$4,133		
US20 at Tumalo	14892	PE	\$0.47		
US20 at Tumalo	14892	RW	\$40,379		
US20 at Tumalo Total			\$44,512	\$1,142,672	\$2,760,756
US20: 3rd St - 15th St (Greenwood, Bend)	21489	Admin	\$439,431		
US20: 3rd St - 15th St (Greenwood, Bend)	21489	CON	\$792,471		
US20: 3rd St - 15th St (Greenwood, Bend)	21489	OTH	\$1,788,256		
US20: 3rd St - 15th St (Greenwood, Bend)	21489	RW	\$717,840		
US20: 3rd St - 15th St (Greenwood, Bend) Total			\$3,737,998	\$3,885,609	\$6,597,713
US20: Tumalo - Cooley Rd. (Bend)	20011	Admin	\$20,294		
US20: Tumalo - Cooley Rd. (Bend)	20011	PE	\$79,877		
US20: Tumalo - Cooley Rd. (Bend)	20011	RW	\$40,379		
US20: Tumalo - Cooley Rd. (Bend)	20011	UR	\$44,865		
US20: Tumalo - Cooley Rd. (Bend) Total			\$185,415	\$17,518,625	\$26,987,037
US20: Ward / Hamby Rd. Intersection	21667	Admin	\$6,940		
US20: Ward / Hamby Rd. Intersection	21667	RW	\$63,091		
US20: Ward / Hamby Rd. Intersection Total			\$70,031	\$5,573,353	\$6,585,999
US97 and US20 Bend North Corridor	21229	RW	\$16,733,476		
US97 and US20 Bend North Corridor Total			\$16,733,476	\$131,919,071	\$191,480,604
Grand Total			\$21,236,820		

⁹ Phase acronyms/abbreviations are defined as follows:

- Admin: Administration
- CON: Construction
- OTH: Other
- PE: Preliminary Engineering
- PL: Planning
- RW: Right of Way
- UR: Utilities

¹⁰ Amounts listed are as of December 2024 and may not represent final federal funding amounts.

¹¹ Amounts listed are as of December 2024 and may not represent final project totals.

Table 4 includes additional information about each of the funding sources/codes associated with the obligations listed in this report.

TABLE 4: FUNDING CODES AND DESCRIPTIONS

Fund Code	Funding Source	Description
HSIP	Highway Safety Improvement Program	The HSIP is a core federal aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
PL	Metropolitan Planning Funds	PL funds 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.
NHPP	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.
STBG	Surface Transportation Block Grant Program	STBG funds received by ODOT are used for highway, transit, bicycle, pedestrian, and other transportation options projects. The STBG Program promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs.

For each project that received federal funding obligations in FFY24, the project title, number, and description is provided in **Table 5**.

TABLE 5: PROJECT DESCRIPTIONS

Project Title	Project Number	Project Description
Bend MPO Planning SFY25	22499	Planning funds for projects identified in state fiscal year 2025 (SFY25) of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).
US20 at Tumalo	14892	Develop solutions, perform traffic analysis, and complete design through the Design Acceptance Phase that addresses both short-

Project Title	Project Number	Project Description
		term and long-term safety and congestion problems along US20 in Tumalo. Complete design and construct a multi-use path to address bicycle and pedestrian safety in the project corridor.
US20: 3rd St - 15th St (Greenwood, Bend)	21489	Rebuild and replace existing ADA curb ramps to current ODOT requirements, upgrade un-signalized intersection signs, construct new marked crosswalks with a pedestrian refuge at 4 th Street, rehabilitation and construction of sidewalks on Greenwood, a mid-block crossing at Stonebriar, signal modifications at 27 th Street, illumination at Arnett Way, and multiuse path between Mt Washington and Division on 3rd Street.
US20: Tumalo - Cooley Rd. (Bend)	20011	Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Avenue and US20 and Old Bend Redmond Highway to reduce crashes making travel safer for motorists. Construct an undercrossing in Tumalo.
US20: Ward / Hamby Rd. Intersection	21667	Intersection safety improvements to reduce accidents and increase safety in the intersection, reducing intersection-related high severity crashes and better operations of the system for traveling public.
US97 and US20 Bend North Corridor	21229	Realign US97 including bridge overpasses, intersection improvements at US97 and Cooley Road, US20 and Cooley Road, and US20 and Robal Road. These improvements will reduce high severity crashes and improve US97 operations. Project also includes other miscellaneous improvements including pedestrian improvements, bridge deck overlays, pavement preservation, and ADA upgrades.



Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122. Relay Users Dial 7-1-1.