



Annual Obligation Report

Federal Fiscal Year 2025



BMPO
Bend Metropolitan
Planning Organization



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From the Bend Metropolitan Planning Organization (BMPO)



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Publication of this report fulfills the federal requirements for the BMPO to publish an annual listing of projects for which federal funds have been obligated.





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, cooperative, and comprehensive (3C) transportation planning process for the **BMPO area**. The purpose of this type of process is to develop plans and programs that consider all transportation modes and support community development and social goals.

BMPO Boundary

The BMPO boundary includes the area within the City of Bend urban growth boundary, abutting areas designated as urbanized areas by the 2020 Census, and areas that may be annexed into the city to accommodate growth and anticipated development over the next 20 years.

In November 2024, adjustments to the BMPO boundary were approved by the BMPO Policy Board. The adjusted boundary received final approval, at the state level, in January 2025.

To view the BMPO boundary in more detail, visit the **BMPO website**.

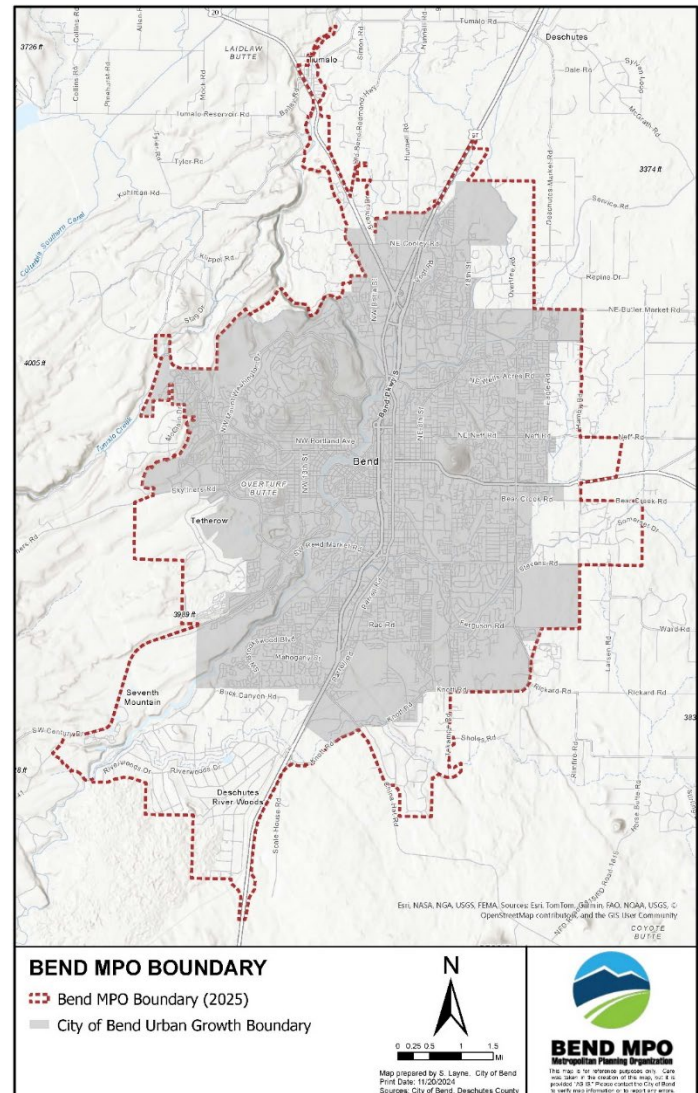


FIGURE 1: MAP OF THE BMPO BOUNDARY, AS APPROVED IN JANUARY 2025.

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**). The BMPO area is located within the BMPO boundary.



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 year². The BMPO is federally required³ to prepare and publish an obligation report 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. The MTIP identifies the federal fiscal year in which project implementation is anticipated to begin, rather than when projects receive federal authorization. Therefore, this report must be developed in cooperation with ODOT and Cascades East Transit (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 via the [BMPO MTIP and Annual Obligation Report webpage](#).

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 eligible for federal funding based on the funding requirements.

The criteria for determining when funds have been obligated to a project depends on whether the project is regulated by the FHWA or the FTA. Obligations for FHWA projects occur when a project agreement⁵ is executed and the recipient agency requests that funds be obligated. Obligations for FTA

² The federal fiscal year runs from October 1 of one calendar year through September 30 of the next.

³ Refer to [23 CFR 450.334](#) and [23 USC 134\(j\)\(7\)\(B\)](#).

⁴ The MTIP is a short-term listing of transportation projects that are at least partially funded by federal dollars from the FHWA or FTA. The MTIP must cover a period of at least four years. It includes project names, numbers, locations, descriptions, and estimated costs. BMPO MTIP documents are available on the [BMPO MTIP and Annual Obligation Report webpage](#).

⁵ The project agreement defines specific project elements that are eligible for funding, how financing will occur, and agency roles, responsibilities, and liabilities.



projects *typically* occur when a project is approved, and the grant agreement is executed. However, if FTA project funding is transferred from FHWA to FTA, the funding is considered obligated once the FHWA to FTA transfer has occurred.

When a project receives a federal funding obligation, it does not necessarily mean the project will be implemented or completed within the program year. Generally, obligations for a construction project require the completion of a competitive bid process and initiation of construction. Alternatively, 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 incurred costs are consistent with the project agreement and all federal rules.

An obligation amount 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.





BMPO Annual Obligations

Overview

This annual report documents BMPO area transportation projects that received federal funding obligations during federal fiscal year 2025 (FFY25), which covers the period of October 1, 2024, through September 30, 2025. Projects listed in this report are located at least partially within the BMPO area and are consistent with the BMPO MTIP.

The obligation amounts listed in this report do not account for any local funding. In addition to listing the federal funds obligated in FFY25, the total amount of federal funding and the total estimated project cost for each project is listed. This additional 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.

FFY25 Obligation Listing

For FFY25, a total of \$795,730.17 in federal funding was obligated for transportation projects within the BMPO area. In total, six projects received funding obligations from four primary funding sources⁶.

HIGHLIGHTED PROJECT

The project that received the highest federal obligation for the BMPO area in FFY25 is the Bend MPO Planning SFY26⁷ project, which includes projects identified for completion in the first year of the BMPO's two-year Unified Planning Work Program (UPWP)⁸. The UPWP is a federally mandated program that supports the 3C transportation planning process and incorporates all transportation planning processes and activities in the BMPO area. It outlines the major work tasks and many specific work subtasks required to be fulfilled by the BMPO. To learn more about the work identified in the UPWP, visit the [BMPO Work Plan & Budget webpage](#).

⁶ For full transparency and accuracy, there are technically five funding sources listed in the tables that follow. However, the amount obligated from the fifth funding source is zero when rounded.

⁷ SFY26 is short for state fiscal year 2026, which runs from July 1, 2025, through June 30, 2026.

⁸ The business years of the UPWP align with state fiscal years. The first year of the current UPWP, SFY26, covers the period of July 1, 2025, through June 30, 2026.

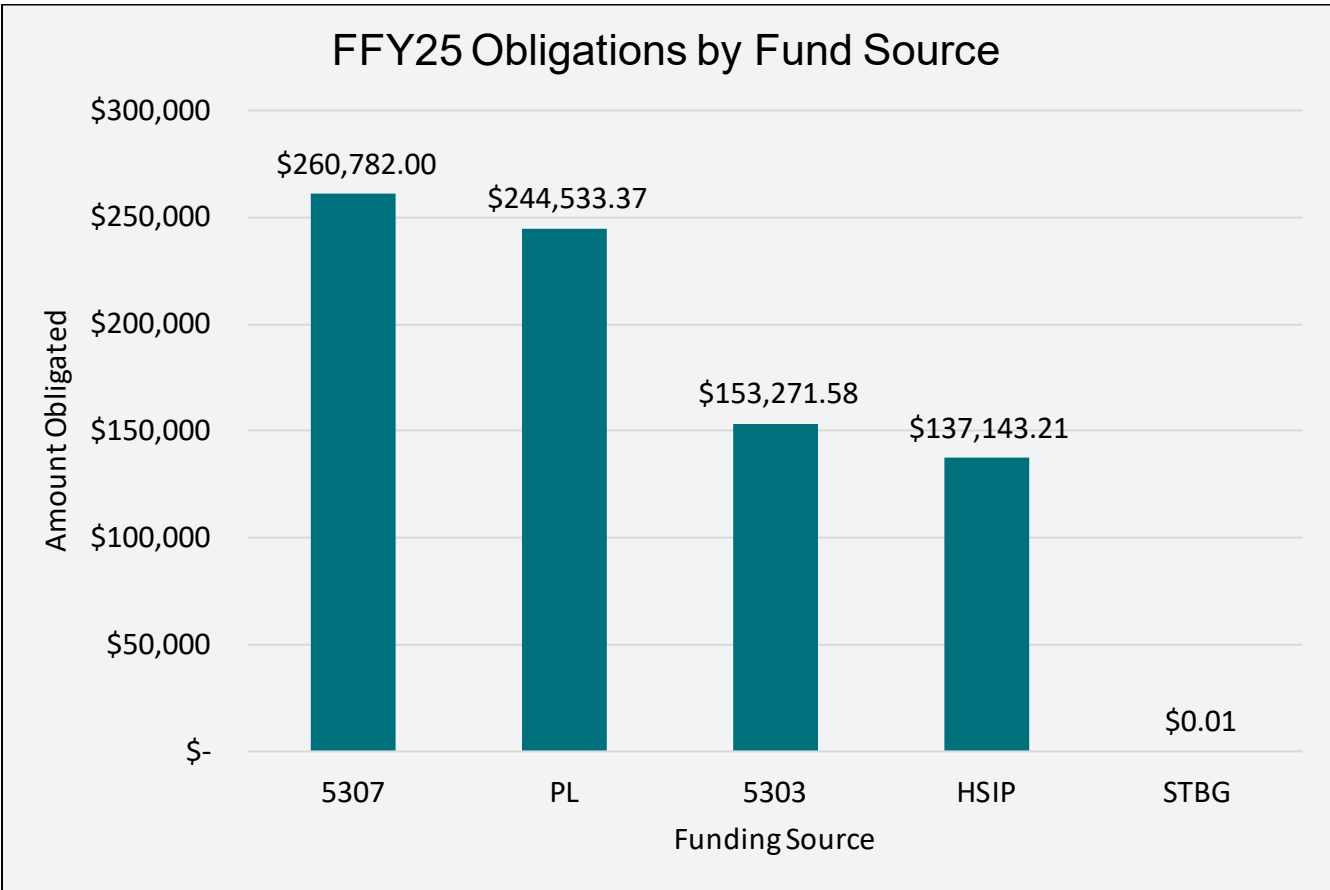


SUMMARY TABLES AND CHARTS

The following tables show the funding obligated for BMPO area projects in the year.

Table 1 represents the total amount obligated from each funding source⁹ while the distribution of these obligations across projects is shown in Table 2.

TABLE 1: FFY25 OBLIGATIONS BY FUNDING SOURCE



⁹ For readability, Table 1 and Table 2 list only the abbreviation, or code, for the funding source. For the full name and a brief description of each funding source, refer to Table 4.



TABLE 2: FFY25 OBLIGATIONS BY FUNDING SOURCE AND PROJECT

Funding Source Code	Project Name	Project Number	Federal Funds Obligated	Percent (%) of Annual Obligation
5303	Bend MPO Planning SFY25 ¹⁰	22499	\$ 70,679.86	
5303	Bend MPO planning SFY26	22916	\$ 82,591.72	
5303 Total			\$ 153,271.58	19.26%
5307	Bend Mobility Hub Planning	22500	\$ 260,782.00	
5307 Total			\$ 260,782.00	32.77%
HSIP	US20 (Greenwood Ave): 1 st St to 6 th St (Bend)	20073	\$ 55,620.00	
HSIP	US20: 3 rd St – 15 th St (Greenwood, Bend)	21489	\$ 81,523.21	
HSIP Total			\$ 137,143.21	17.23%
PL	Bend MPO planning SFY26	22916	\$ 244,533.37	
PL Total			\$ 244,533.37	30.73%
STBG	US20 at Tumalo	14892	\$ 0.01	
STBG Total			\$ 0.01	0.00%
Grand Total			\$ 795,730.17	100.00%

¹⁰ SFY25 refers to the period of July 1, 2024, through June 30, 2025.



The annual amount obligated, from all funding sources, is shown by project and phase in Table 3. Also listed in the table is the total federal funding and the total project estimate as of December 2025; however, these amounts may not represent final amounts.

TABLE 3: OBLIGATIONS BY PROJECT AND PHASE

Project Name	Project Number	Phase	Federal Funds Obligated	Total Federal Funding	Total Project Estimate
Bend Mobility Hub Planning	22500	Planning	\$ 260,782.00		
Bend Mobility Hub Planning Total	22500		\$ 260,782.00	\$ 234,000.00	\$ 260,783.00
Bend MPO Planning SFY25	22499	Planning	\$ 70,679.86		
Bend MPO Planning SFY25 Total	22499		\$ 70,679.86	\$ 262,801.99	\$ 316,552.91
Bend MPO planning SFY26	22916	Planning	\$ 327,125.09		
Bend MPO planning SFY26 Total	22916		\$ 327,125.09	\$ 327,125.09	\$ 362,856.55
US20 (Greenwood Ave): 1 st St to 6 th St (Bend)	20073	Preliminary Engineering	\$ 55,620.00		
US20 (Greenwood Ave): 1st St to 6th St (Bend) Total	20073		\$ 55,620.00	\$ 689,588.04	\$ 762,800.00
US20 at Tumalo	14892	Administration	\$ 0.01		
US20 at Tumalo Total	14892		\$ 0.01	\$ 1,140,368.77	\$ 2,759,988.84
US20: 3 rd St – 15 th St (Greenwood, Bend)	21489	Administration	\$ 9,696.59		
US20: 3 rd St – 15 th St (Greenwood, Bend)	21489	Other	\$ 71,826.62		
US20: 3rd St – 15th St (Greenwood, Bend) Total	21489		\$ 81,523.21	\$ 3,885,824.04	\$ 7,476,596.75
Grand Total			\$ 795,730.17		



The following table includes additional information about each of the funding sources associated with the obligations for this year.

TABLE 4: FUNDING SOURCE DESCRIPTIONS

Funding Source Code	Funding Source Name	Funding Source Description
5303	FTA Section 5303	FTA Section 5303 funds are used for transportation planning, including long-range plans and short-range programs reflecting transportation investment priorities, in metropolitan areas and states. These funds are apportioned to states by a formula that considers each state's urbanized area population relative to the total urbanized area population for the nation, among other factors.
5307	FTA Section 5307	FTA Section 5307 funds are distributed on a statutory formula basis to support capital and certain operating and planning expenditures for publicly owned transit systems. For capital or planning projects, these funds have a funding ratio of 80% federal and 20% local. For operations, the maximum federal share is 50%.
HSIP	Highway Safety Improvement Program	HSIP is a core federal aid program intended to significantly reduce traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The program 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 and can be used for a full range of MPO planning responsibilities. These funds are apportioned to states by a formula that considers each state's urbanized area population relative to the total urbanized area population for the nation, among other factors.
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 address transportation needs.



For each project that received federal funding obligations in FFY25, the project name, number, and description are listed below, along with the lead agency for the project. To learn more about the projects listed, visit the [ODOT Projects webpage](#).

TABLE 5: PROJECT DESCRIPTIONS

Project Name	Project Number	Project Description	Lead Agency
Bend Mobility Hub Planning	22500	Identify transit mobility hub sites in Bend, Oregon for CET System. This project includes planning for the installation of a mobility hub.	CET
Bend MPO Planning SFY25	22499	Planning funds for projects identified in SFY25 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	BMPO
Bend MPO Planning SFY26	22916	Planning funds for projects identified in SFY26 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	BMPO
US20 (Greenwood Ave): 1 st St to 6 th St (Bend)	20073	This project will complete an engineering study and identify options to support active transportation needs on Greenwood Avenue (1 st to 6 th Street, crossing of 3 rd Street, to include signal changes as required) to improve safety for the traveling public.	City of Bend
US20 at Tumalo	14892	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 along US20 in Tumalo. Complete design and construct a multi-use path to address bicycle and pedestrian safety in the project corridor.	ODOT
US20: 3 rd St – 15 th 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, rehab and construction of sidewalks on Greenwood, a mid-block crossing at Stonebriar, signal modifications at 27 th Street, illumination at Arnett Way, and multi-use path between Mt Washington and Division on 3 rd Street.	ODOT



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