



BMPO Bend Metropolitan
Planning Organization

2021-2024 Metropolitan Transportation Improvement Program



Adopted

MPO Policy Board Action on 4/21/2020
With Resolution 2020-01

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BMPO OVERVIEW

The primary function of the Bend Metropolitan Planning Organization (BMPO) is to conduct a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and support metropolitan community development and social goals. The BMPO was designated on December 18, 2002, by the Governor of Oregon. Local jurisdictions involved in the planning activities of the BMPO include the City of Bend and Deschutes County. In addition, the Oregon Department of Transportation (ODOT), Oregon State University Cascades, Central Oregon Community College, Cascades East Transit, Central Oregon Intergovernmental Council, Commute Options, Federal Highway Administration, and Federal Transit Administration participate in the MPO process.

The BMPO organizational structure is designed so that it operates as an entity separate from the participating jurisdictions so that no single entity dominates the organization's decision-making processes. A Policy Board oversees the process of the BMPO. The Policy Board is comprised of three members of the Bend City Council, one member of the Deschutes County Board of Commissioners, and the local Area Manager from ODOT Region 4. As future major transportation providers form, such as a Transit District, they will be added to the Policy Board. The intergovernmental agreement specifies that no decisions shall be made by the BMPO Policy Board without representation from all parties. The BMPO planning area is shown in Figure 1.

Federal and state transportation planning responsibilities for the BMPO can generally be summarized as follows:

- Develop and maintain a Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) consistent with state and federal planning requirements.
- Review specific transportation and development proposals for consistency with the MTP.
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual work program (known as the Unified Planning Work Program [UPWP]).
- Maintain the regional travel-demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts. (NOTE: The BMPO currently coordinates with ODOT's Transportation Planning Analysis Unit for modeling support services).

The BMPO entered into an intergovernmental/interagency agreement (IGA) with the City of Bend establishing the City of Bend as the administrative and fiscal agent for BMPO. This agreement is regularly reviewed and renewed as appropriate.

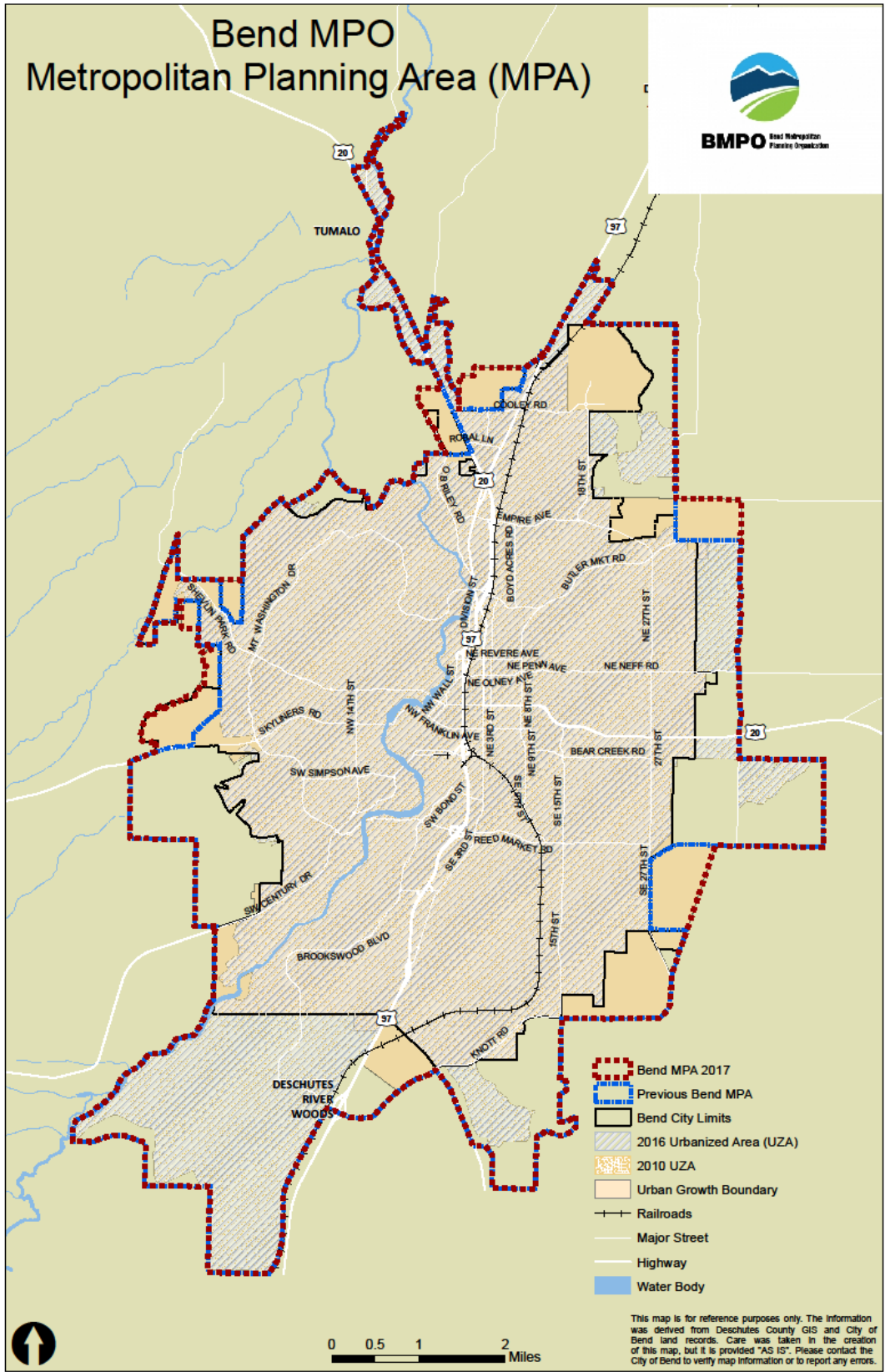


Figure 1: Bend MPO Planning Area

Policy Board

Justin Livingston, Chair	City of Bend
Anthony DeBone, Vice-Chair	Deschutes County
Bob Townsend	ODOT
Barbara Campbell	City of Bend
Chris Piper	City of Bend

Technical Advisory Committee

Karen Swirsky	City of Bend
Andrea Breault	Cascades East Transit
Peter Russell	Deschutes County
Rick Root	Deschutes County Bicycle/Pedestrian Advisory Committee
Rick Williams	ODOT Region 4
Joe Viola	Central Oregon Community College (COCC)
Brian Potwin	Commute Options
Sharon Smith	Bend La Pine Schools
Michel Bayard	Citizen Representative
Robin Vora	Citizen Representative
Casey Bergh	Oregon State University (OSU) Cascades
Henry Stroud	Bend Park and Recreation District
Scott Edelman	Oregon Dept. of Land Conservation and Development*
Rachel Tupica	Federal Highway Administration*
Jeremy Borrego	Federal Transit Administration*
Theresa Conley	ODOT Public Transit*

*Indicates non-voting members

TABLE OF CONTENTS

BMPO OVERVIEW	ii
INTRODUCTION.....	2
FEDERAL REQUIREMENTS.....	2
MTIP DEVELOPMENT.....	4
SURFACE TRANSPORTATION BLOCK GRANT (STBG)	6
FEDERAL PERFORMANCE MEASURES.....	9
Safety Performance Targets.....	11
Transit Asset Management (TAM) Targets.....	11
Transit Safety Performance Targets.....	12
Response to Public Comment	14
Bend MPO 2021-24 MTIP Project List.....	15
FINANCIAL CONSTRAINT	18
Funding Flexibility Matrix	20
Appendix A: BMPO Resolution Adopting MTIP	21
Appendix B: Status of Projects from 2018-21 MTIP	22
Appendix C: Cascades East Transit Statement of Financial Capacity	27
Appendix D: Transportation Project Funding Sources	28
Appendix E: Transportation Planning Acronyms and Terms	36
Appendix F: Summary of Comments and Responses.....	39
Appendix G: Bend MPO Amendment Process and ODOT-FTA-FHWA Amendment Matrix	41
Appendix H: Bend MPO Self-Certification	45
Appendix I: Project Summary Details by Key Number	46

INTRODUCTION

The BMPO Metropolitan Transportation Improvement Program (MTIP) identifies transportation projects in the BMPO study area that are scheduled in federal fiscal years 2021-2024. The period begins on October 1, 2020, which is the beginning of the 2020 federal fiscal year, and ends September 30, 2024, which is the end of the 2024 federal fiscal year. The MTIP lists most federally funded and some locally funded projects anticipated by local agencies and the Oregon Department of Transportation (ODOT).

The MTIP contains a four-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Bend and Deschutes County. It also lists projects from the ODOT Statewide Transportation Improvement Program (STIP). The MTIP lists projects for which application of specific federal funds will be made during the programming period. Projects in the MTIP must be consistent with the Metropolitan Transportation Plan.

By adopting the MTIP, the Policy Board has selected the projects identified in Table 9, Bend MPO MTIP List of Projects, for implementation and funding as scheduled. No additional action by the Policy Board is required for these projects and programs to proceed. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the first three years of the schedule to take advantage of the additional funds or to replace a delayed project.

FEDERAL REQUIREMENTS

Federal legislation requires that the Bend MPO in cooperation with the state and transit operators develop an MTIP that is updated and approved at least every four years by the Policy Board and the Governor. Copies of the MTIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Specific requirements for the MTIP are outlined in various rules developed by FHWA and FTA. A brief description of these requirements is provided in this section.

Over the years, state and federal laws have given MPOs an increasingly important role in financing transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act and its successor acts empowered metropolitan planning organizations to determine the mix of transportation projects best suited to meet their region's needs. Congress reaffirmed the MPOs' role in transportation financing with the passage of the FAST Act. Requirements of the FAST Act are provided in the Federal Performance Measures section of this report. Bend MPO is required to use this document as a discussion in the statewide transportation improvement program (STIP) and the metropolitan transportation improvement program (MTIP) as to the effect of the programmed investments toward achieving performance targets as required in 23 CFR 450.218(q) and 450.326(d).

Regulations developed to help guide the implementation of the FAST Act include several requirements:

Time Period (23 CFR 450.326)

The MTIP must cover a period of not less than four years. However, if the TIP covers more than four years, FHWA and FTA consider the projects in the additional years as informational.

Public Involvement and Comment (23 CFR 450.326)

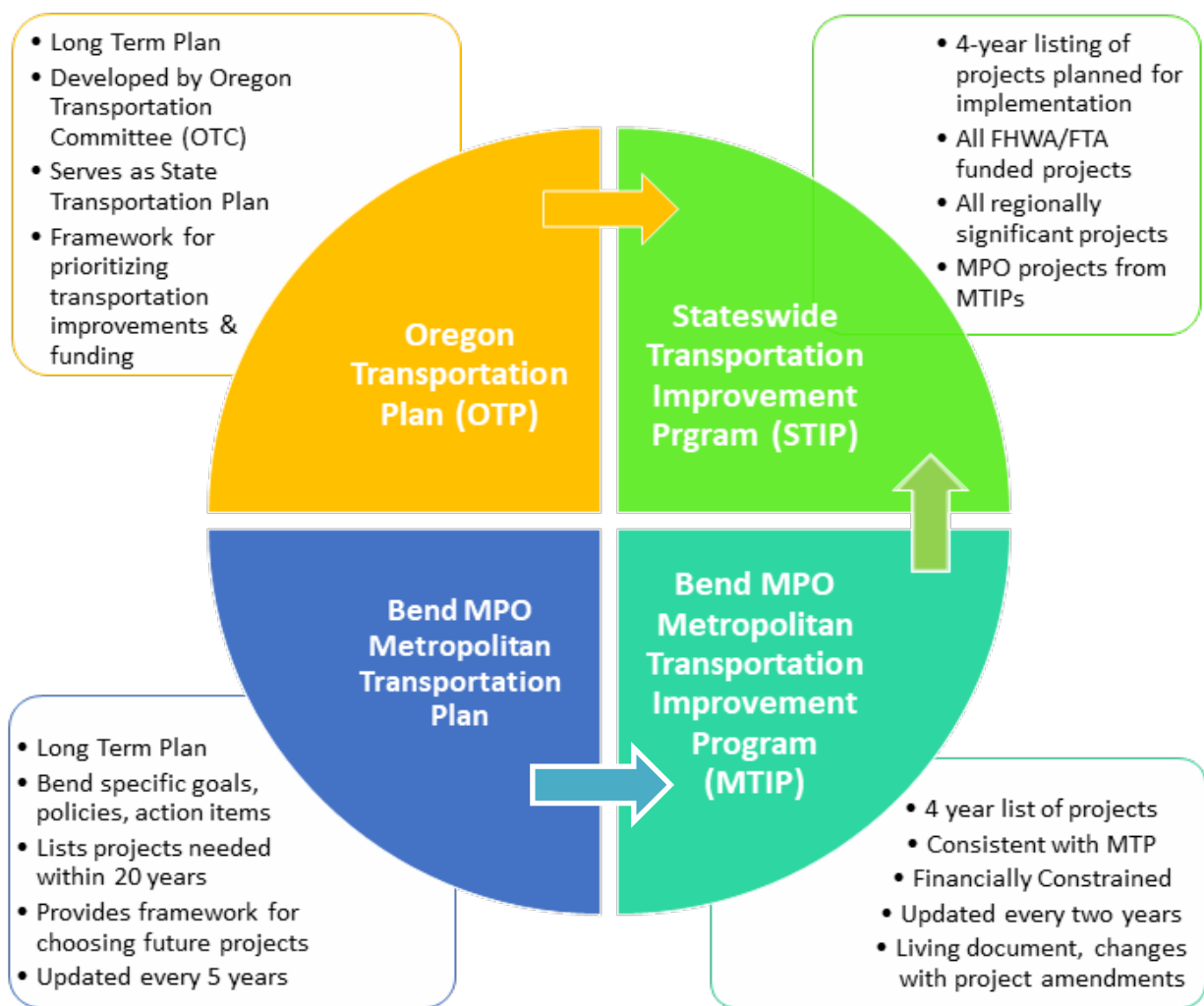


Figure 2: Flow chart of plan coordination for MPO processes.

There must be reasonable opportunity for public comment prior to approval and the MTIP must be made readily available including electronically accessible formats and means such as publication on the internet.

Projects (23 CFR 450.326)

The MTIP must include all federally funded projects (including pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the MTIP must be consistent with the metropolitan transportation plan (MTP).

Financial Constraint

The MTIP must be consistent with funding that is expected to be available during the relevant period. The MTIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. Only projects for which funds are reasonably expected to be available can be included in the MTIP. As the amount of federal funds coming into the region may vary as the result of Congressional actions, the revenues anticipated in the MTIP represent the best estimates possible currently. Programmed projects may need to be delayed or phased over two or more years if less funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

MTIP and STIP Relationship (23 CFR 450.328)

The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects on federal lands in Oregon.

The frequency and cycle for updating the MTIP must be compatible with Oregon's STIP development and approval process. The current MTIP expires when FHWA and FTA approval of the current STIP expires. After approval of the MTIP by the Policy Board and the Governor, the MTIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Bend MPO in cooperation with the ODOT STIP coordinators.

MTIP DEVELOPMENT

The 2021-24 MTIP serves as the mechanism to focus and prioritize the short-term schedule and funding programming for the improvements identified in the long-term MTP. The MTIP and MTP for the Bend MPO are consistent, which is required by 23 CFR 450.236. The MTIP provides the mechanism by which the implementation of the MTP is monitored, managed, and reviewed.

The MTIP is the formal programming mechanism which commits funds to specific transportation projects. MTIP funding levels indicate regional commitments to specific dollar amounts, not necessarily the completion of projects. Some projects may require phasing over multiple years.

The MTIP must contain all the transportation projects which either:

- a) use federal funds; or
- b) use state and/or local funds and are deemed to be "regionally significant." (Definition provided below.)

In addition, the MTIP must describe the selected projects and identify the funding necessary to complete the improvements.

By adopting the MTIP, the BMPO Policy Board prioritizes and selects the projects for implementation and funding as scheduled. No additional action by the Policy Board is required for the funding of these projects up to the dollar amounts programmed in the MTIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the MTIP to take advantage of the additional funds or to replace a delayed project.

"Regionally Significant" Projects

While the Bend MPO area has not been classified as non-attainment for any of the federally recognized air quality criteria pollutants, the Oregon transportation air quality conformity rule¹ provides a good definition for regionally significant projects.

"Regionally significant project" means a transportation project that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new shopping areas, event facilities/complexes, etc., or transportation terminals, and would normally be included in the modeling of a metropolitan area's transportation network.

In the Bend metropolitan area, regionally significant facilities will include, at a minimum:

- All state highways;
- All arterial roadways; and
- Other facilities determined to be regionally significant by the Policy Board

[Note: It is the practice of the Bend MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated performance measures. The inclusion of collectors in the travel model, however, does not imply those facilities as being regionally significant.]

MTIP Development

The Technical Advisory Committee (TAC), the staff group responsible for most of the technical details of MPO transportation planning, assist in the development of the draft MTIP. The TAC reviewed the assembled project lists in the MTIP from adopted capital improvement programs

¹ Oregon Administrative Rule (OAR) 340-252-0030 (Transportation Air Quality Conformity Rule)

(CIPs) from the City of Bend and Deschutes County. The MTIP also includes projects from the ODOT STIP and projects from the overlapping years of the previous (FY2018-21) MTIP.

The TAC recommends the MTIP to the Policy Board for review and adoption. The Policy Board, which is composed of elected or appointed officials from Bend, Deschutes County and ODOT, conducts a public hearing and adopts the MTIP.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

The Surface Transportation Block Grant Program (STBG) is a flexible federal funding source that may be used for a broad range of transportation programs and projects. As a discretionary funding source, priorities for the use of STBG dollars are established by the Bend MPO and awarded at the MPOs discretion.

For MPOs with fewer than 200,000 population, such as the Bend MPO, annual allocations of STBG funds are received from ODOT based on an established, cooperative process. These funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher, and can be used for transportation planning, bicycle and pedestrian facilities, transit, bridge, and safety improvements and activities.

Based on past annual allocations, the Bend MPO can conservatively assume \$1,200,000 annually of STBG funds for the Bend Urbanized Area over the next 4 years. Tables 1-5 below list projects awarded STBG funds by year (2020-2024), and include remaining balances and sponsoring entities. Note that planning efforts receiving STBG funding are driven by the adopted annual work program and performance measure targets provided in the next section of this document. The Bend MPO is currently revising its STBG funding distribution process and the MTIP may need to be amended to reflect the outcomes of that update.

- STBG is a flexible multi-modal federal funding program
- STBG funds can be used for a broad range of projects:
 - Roadway projects
 - Transit capital projects
 - Safety projects
 - Signal & technology projects
 - Bicycle and pedestrian facilities
 - Planning projects
 - Travel options programs (including Safe Routes to Schools)
- Funds are allocated to the state and distributed to cities, counties, and small MPOs on a formula basis as established in a cooperative agreement between ODOT, League of Oregon Cities (LOC), and Association of Oregon Counties (AOC)
- STBG funds require a local match of 10.27% or require local jurisdictions to create a fund exchange agreement

92% of Federal Funds Are Apportioned

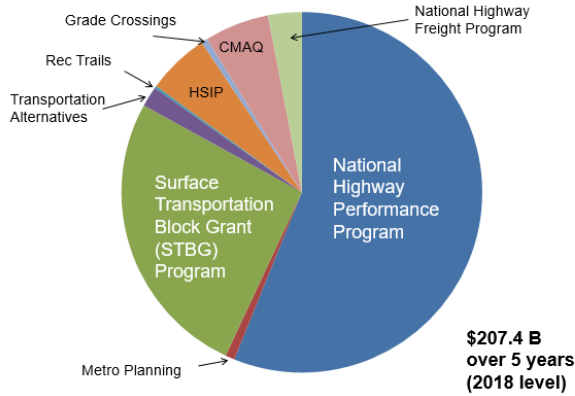


Figure 3 FAST Act Federal Funding Allocation

The FAST Act authorizes a total combined amount (\$39.7 billion in FY 2016, \$40.5 billion in FY 2017, \$41.4 billion in FY 2018, \$42.4 billion in FY 2019, and \$43.4 billion in FY 2020) in contract authority to fund six formula programs:

National Highway Performance Program (NHPP); Surface Transportation Block Grant Program (STBG); Highway Safety Improvement Program (HSIP); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Metropolitan Planning; and National Highway Freight Program (NHFP).

<https://www.fhwa.dot.gov/fastact/factsheets/apportionmentfs.cfm>

Table 1

2020 STBG Funding Award \$1,204,611 (Informational)						
Project Name	Year	Project Award	Local Match	Percent of annual funding ²	2021 STBG Balance	Entity
Maintenance (Preservation & ITS)	2020	722,767	43,366	60%	481,844	City of Bend
Household survey	2020	168,646	19,303	14%	313,199	Bend MPO or ODOT
Bend MPO Required Planning	2020	313,199	35,848	26%	-	Bend MPO

² These allocations are under consideration at the time of this draft publication 2/25/2020.

Table 2

2021 STBG Estimated Award \$1,205,000						
Project Name	Year	Project Award - Estimated	Local Match	Percent of annual funding ²	2021 STBG Balance	Entity
Maintenance (Preservation & ITS)	2021	723,000	43,380	60%	482,000	City of Bend
Other Projects ³	2021	120,500	7,230	10%	361,500	Varies
Household survey	2021	60,250	6,896	5%	301,250	Bend MPO or ODOT
Bend MPO Required Planning	2021	301,250	34,480	25%	-	Bend MPO

Table 3

2022 STBG Estimated Award \$1,205,000						
Project Name	Year	Project Award - Estimated	Local Match	Percent of annual funding ²	2022 STBG Balance	Entity
Maintenance (Preservation & ITS)	2022	723,000	43,380	60%	482,000	City of Bend
Other Projects ³	2022	180,750	10,845	15%	301,250	Varies
Bend MPO Required Planning	2022	301,250	30,938	25%	-	Bend MPO

Table 4

2023 STBG Funding Allocation \$1,205,000						
Project Name	Year	Project Award - Estimated	Local Match	Percent of annual funding ²	2023 STBG Balance	Entity
Maintenance (Preservation & ITS)	2023	723,000	43,380	60%	482,000	City of Bend
Other Projects ³	2023	180,750	10,845	15%	301,250	Varies
Bend MPO Required Planning	2023	301,250	30,938	25%	-	Bend MPO

Table 5

2024 STBG Funding Allocation \$1,205,000						
Project Name	Year	Project Award - Estimated	Local Match	Percent of annual funding ²	2023 STBG Balance	Entity
Maintenance (Preservation & ITS)	2024	723,000	43,380	60%	482,000	City of Bend
Other Projects ³	2024	180,750	10,845	15%	301,250	Varies
Bend MPO Required Planning	2024	301,250	30,938	25%	-	Bend MPO

³ “Other Projects” will be determined as STBG funding distribution process is developed.

FEDERAL PERFORMANCE MEASURES

In order to provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with MAP-21 and continuing to the current FAST Act, stipulate that a performance measurement framework must be used in the development of the MTIP and the Metropolitan Transportation Plan (MTP).

Federal goal areas that are applicable to the Bend MPO include Safety, Infrastructure Condition, System Reliability, and Transit Asset Management. The tables below summarize the performance measures for each applicable federal goal area. Table 10, MTIP Projects and Performance Measures is a crosswalk to show the project and the performance measure supported.

The Bend MPO has opted to support the Oregon DOT established measures and targets used to assess Safety, Infrastructure Condition, and System Reliability; and the Cascades East Transit (CET) measures and targets for Transit Asset Management and Safety.

Table 6: BMPO Federal Performance Measures Summary

GOAL AREA	PERFORMANCE MEASURES	TARGETS
<p>Safety To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</p>	Number of Fatalities	See Table 7
	Fatality Rate	See Table 7
	Number of Serious Injuries	See Table 7
	Serious Injury Rate	See Table 7
	Number of Non-Motorized Fatalities and	See Table 7
<p>Infrastructure Condition To maintain the highway infrastructure asset system in a state of good repair.</p>	<p>Pavement</p> <ul style="list-style-type: none"> • % of non-interstate NHS pavement in Good Condition • % of non-interstate NHS pavement in Poor 	<ul style="list-style-type: none"> • 50% in Good Condition • 10% in Poor Condition
	<p>Bridges</p> <ul style="list-style-type: none"> • % of NHS Bridges in Good Condition • % of NHS Bridges in Poor Condition 	<ul style="list-style-type: none"> • 10% in Good Condition • 3% in Poor Condition
<p>System Reliability To improve the efficiency of the surface transportation system.</p>	<p>Travel Time Reliability</p> <ul style="list-style-type: none"> • % of person-miles traveled on non-interstate NHS that are reliable 	<ul style="list-style-type: none"> • 78%
<p>Transit Asset Management To maintain transit assets in a state of good repair.</p>	<p>Non-Revenue Vehicles (1)</p> <ul style="list-style-type: none"> • % that have met or exceeded their usable life benchmark (ULB) 	<ul style="list-style-type: none"> • Automobile: 40%
	<p>Revenue Vehicles (70)</p> <ul style="list-style-type: none"> • % that have met or exceeded their usable life benchmark (ULB) 	<ul style="list-style-type: none"> • Bus: 40% • Cutaway: 40% • Van: 40%
<p>Transit Safety To achieve a reduction in transit-related fatalities, serious injuries, and safety events, and improve mechanical reliability.</p>	<p>Fatalities</p> <ul style="list-style-type: none"> • total number of reportable fatalities and rate per total vehicle revenue miles by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 0 • Demand Response: 0 • Comm. Connector: 0
	<p>Injuries</p> <ul style="list-style-type: none"> • total number of reportable injuries and rate per total vehicle revenue miles by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 2 • Demand Response: 1 • Comm. Connector: 1
	<p>Safety Events</p> <ul style="list-style-type: none"> • total number of reportable events and rate per total vehicle revenue miles by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 2 • Demand Response: 1 • Comm. Connector: 1
	<p>System Reliability</p> <ul style="list-style-type: none"> • mean distance between major mechanical failures by mode 	See Table 8

Safety Performance Targets

The BMPO is currently using ODOTs established Safety targets, which are based on an S-curve forecast trend using five-year averages to achieve the vision of zero fatalities and life-changing injuries by 2035. The targets are applicable to all public roads in the MPO and updated every two years with a review toward the four year target. Table 7 identifies each target baseline and five-year average target for the five Safety performance measures to 2017-2021 for the entire state of Oregon. For more regarding the ODOT/MPO coordination process, see the ODOT Webpage on Key Performance Measures:

<https://www.oregon.gov/ODOT/PerformMang/Pages/index.aspx>

Table 7: ODOT Safety Performance Targets (Five-Year Average)

Base Period	Fatalities (People) (2011-2015)	Fatality Rate (People per 100 Million VMT) (2011-2015)	Serious Injury (People) (2010-2014)	Serious Injury Rate (People per 100 Million VMT) (2010-2014)	Nonmotorized Fatalities and Serious Injuries (People) (2010-2014)
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018*	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

*2014-2018 is the first period that targets must be established for the Highway Safety Improvement Program (HSIP).

Transit Asset Management (TAM) Targets

TAM performance measures and targets are recorded annually in the National Transit Database (NTD). These measures and targets are intended to allow Cascades East Transit (CET) to better manage their portfolio of capital assets over time by creating measureable goals that are tracked by the agency and BMPO. Table 8 includes measures and targets for asset categories applicable to CET, and includes a column for estimated measurements (“Actual”) for years 2017 and 2018.

Table 8: CET TAM Performance Measures, Targets, and Estimates

Asset Category	Performance Measure	Asset Class	2017 Target	2017 Actual	2018 Target	2018 Actual
Equipment Non Revenue Vehicles (1)	Age - % of non-revenue vehicles that have met or exceeded their usable life benchmark (ULB)	Automobiles	40%	100%	40%	100%
Rolling Stock All Revenue Vehicles (70)	Age - % of revenue vehicles that have met or exceeded their ULB	Over the Road Bus	20%	N/A	20%	N/A
		Bus	40%	N/A	40%	0%
		Cutaway	40%	9%	40%	10%
		Van	40%	100%	40%	100%
		Minivan	40%	N/A	40%	N/A
		SUV	40%	N/A	40%	N/A
		Automobile	40%	N/A	40%	N/A

Transit Safety Performance Targets

Public transportation agencies are required to develop safety plans that include processes and procedures to more effectively and proactively manage safety risks in their systems. The plan must include safety performance measures and targets, which are required to be provided to MPOs to aid in the planning process. Table 9 includes CETs safety performance measures and targets from their December 2019 Public Transportation Agency Safety Plan draft document (currently awaiting final acknowledgement). Reporting of actual safety incidents will be updated every two years by CET.

Table 9: CET Safety & System Reliability Performance Measures and Targets

Mode of Transit Service	Safety Event Target (total number of reportable events and rate per total vehicle revenue miles by mode)	System Reliability Target (mean distance between major mechanical failures by mode)	Injury Target (total number of reportable injuries and rate per total vehicle revenue miles by mode)	Fatality Target (total number of reportable fatalities and rate per total vehicle revenue miles by mode)
Fixed Route Bus	2	40,000 revenue miles	2	0
Demand Response	1	40,000 revenue miles	1	0
Community Connector	1	60,000 revenue miles	1	0

Table 10: MTIP Projects and Performance Measures Table

Key Number	Project Name	Location	Project Description	Supports Safety	Supports Infrastructure Condition	Supports Transit Asset Management	Supports System Reliability
MTIP 2021-2024 Projects							
20011	US20: Deschutes River Bridge - Roble Rd.			X	X		X
20073	All Roads Transportation Safety, Ph2			X			
20391	US20: Empire - Greenwood (3rd St.)	3rd Street (Empire to Greenwood)		X	X		X
21229	US 97/Cooley Road Area	Cooley Road		X			X
21489	US20: 3rd St - Purcell	Greenwood (3rd St to Purcell)		X			
21580	Bend Transit Operations Capital 2020 (5307)					X	X
21581	Bend Transit Operations Capital 2021 (5307)					X	X
21582	Bend Transit Operations Capital 2022 (5307)					X	X
21584	COIC 5310 E&D Transit Capital STP Transfer (20-22)					X	
21594	All Roads Transportation Safety, Ph2			X			
21667	US20: Ward/Hamby Rd. Intersection			X			
2021-2024 STBG Fund Exchange Projects							
	Street Preservation				X		
	Traffic Signal Improvement Projects			X	X		X
	Planning Efforts such as corridor/highway plans, transit planning, other planning implementation			X	X	X	X
	Bend MPO Required Planning such as MTP, MTIP, UPWP implementation			X			

MTIP Amendments

Amendments to the MTIP should be submitted to MPO staff for review. MPO staff will work with the project sponsor, ODOT and United States Department of Transportation (USDOT) to determine if the proposed amendment is classified as a full amendment or an administrative amendment. Full amendments require Policy Board adoption and a 20-day public notification process. See www.bendmpo.org/mtip for notifications.

All administrative amendments will be forwarded to the Policy Board and Technical Advisory Committee for informational purposes in the agenda packets or at the meetings. The Policy Board may request further review of administrative amendments.

Appendix G provides a detailed description of how amendments are processed.

Public Involvement Process

BMPO staff consulted ODOT and local agencies to identify projects scheduled for the 2021-24 period. Public involvement opportunities were available through the ODOT STIP and City and County CIP processes. ODOT has a formal public process associated with development of the STIP and the City and County also have public processes associated with development of their respective CIPs.

This MTIP was prepared as a coordinated and cooperative effort of the BMPO member jurisdictions. Development of the draft MTIP was included as an agenda item at meetings of the TAC and Policy Board. E-mail notification of all BMPO Policy Board meetings is provided to local and regional media. E-mail notification of all Policy Board meetings is also provided to a list of local stakeholders and agency staff. Each Policy Board agenda includes formal time for visitor introductions and comment. Discussion at Policy Board and TAC meetings is also open to everyone in attendance. In addition, all MPO committee agendas are posted on the MPO website. Each public notice is also emailed to the Title VI/EJ notification list as stated in the Bend MPO Title VI Plan adopted October 2019.

Prior to MTIP adoption by the Policy Board, the proposed MTIP undergoes a 30-day public review and comment period. The comments received will be included in Appendix F.

Response to Public Comment

23 CFR 450.316 requires explicit consideration and response to public comment received during the program development process. Public, staff, agency, and other interested party comments received prior to the adoption hearing are first reviewed by staff. Comments requiring minor revisions are addressed by staff. Such comments might include requests for additional information or clarification of information. Comments on policy issues or specific projects will be considered by the Policy Board at the public hearing. Comment received during the public hearing will be discussed at the public hearing. The Policy Board and staff will determine the most appropriate manner to respond to comments received. If significant changes to the proposed MTIP are recommended as a consequence, a revised final draft document will be resubmitted to the public for an additional review and comment period. A report on the disposition of comments will be included in Appendix F.

Bend MPO 2021-24 MTIP Project List

Description of Project Listings

Individual projects vary enough that their descriptions are necessarily general. For street projects, all are assumed to be urban cross-sections with curb, gutter, drainage, bike lanes, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned.

Projects are listed in Table 11 and project summaries with more detail are listed by Key number in Appendix H.

Key number is the project number, assigned by ODOT, by which the project is known in the STIP. A project which covers several years may have a different key number for each year.

Project name is prepared based on ODOT conventions, and is the name by which the project is known in the State Transportation Improvement Program (STIP).

Federal Total indicates the amount of federal funding that is programmed. For the phase and type of federal fund, review the project summary in Appendix H.

State Total indicates the amount of state funding that is programmed. For the phase and type of funds used, review the project summary in Appendix H

Local Total indicates the amount of local funding that is programmed. For the phase and type of funds used, review the project summary in Appendix H

Total Current Estimate indicates the cost estimate of the project including all funding sources.

Costs are only estimates, although some are more refined than others.

Funding source refers to the agencies expected to participate in the project. In some cases, funding agreements have not yet been finalized so agencies listed will not necessarily participate in the project listed. A description of the various funding sources is provided in Appendix D.

For a project which began prior to FY2021, phases that are either under contract, under construction or completed may be included in this document for informational purposes.

Bend MPO MTIP List of Projects

The MTIP projects are listed by ODOT Key Number. Projects in Table 10 are consistent with MTP policies and implement the MTP.

It should be noted that the costs included for some of the projects may not reflect the full costs associated with the listed projects.

Each of the projects below have a project summary detail in Appendix H. The project summaries are sorted by Key Number for reference in the Appendix.

Table 11: 2021-24 MTIP Project List

Key #	Project Name	Federal Total	State Total	Local Total	Total Current Estimate
19806	All Roads Transportation Safety (City of Bend)	1,114,018	-	93,982	1,208,000
20011	US20: Deschutes River Bridge - Robal Rd (Bend)	9,400,846	1,125,969	-	10,526,815
20073	All Roads Transportation Safety (Bend, phase 2)	646,462	-	54,538	701,000
20391	US20: Empire - Greenwood (3rd St, Bend)	1,825,108	208,892	-	2,034,000
20615	Bend MPO planning SFY22	469,614	17,321	36,429	523,364
20714	US97: multi-use trail planning study	5,345,371	611,801	-	5,957,172
21229	US97 and Cooley Road (Bend) mid-term improvements	25,124,400	2,875,600	-	28,000,000
21489	US20: 3rd St - Purcell (Greenwood, Bend)	1,166,490	133,510	-	1,300,000
21578	Bend MPO Planning SFY23	469,614	17,321	36,429	523,364
21579	Bend MPO Planning SFY24	469,614	17,321	36,429	523,364
21580	Bend Transit operations capital 2020 (5307)	1,268,220	-	908,358	2,176,578
21581	Bend Transit operations capital 2021 (5307)	1,271,132	-	905,446	2,176,578
21582	Bend Transit operations capital 2022 (5307)	1,271,132	-	905,446	2,176,578
21584	5310 Elderly & Disabled transit capital (20-22)	312,707	-	35,791	348,498
Key #	Project Name	Federal Total	State Total	Local Total	Total Current Estimate

Key #	Project Name	Federal Total	State Total	Local Total	Total Current Estimate
21594	All Roads Transportation Safety (City of Bend) Ph2	782,395	13,201	52,804	848,400
21667	US20: Ward / Hamby Rd. Intersection	3,595,658	303,342	-	3,899,000
21758	US20: Sisters Interchange Bridge (Bend)	525,421	60,137	-	585,558
21969	Enhanced Mobility Program - COIC FFY22	174,347	-	43,587	217,934
21977	Enhanced Mobility Program - COIC FFY23	178,000	-	44,500	222,500
21987	Enhanced Mobility Program - COIC FFY24	182,000	-	45,500	227,500
22022	Oregon Transportation Network - Deschutes Co FFY22	457,373	-	52,348	509,721
22037	Oregon Transportation Network - Deschutes Co FFY23	457,373	-	52,348	509,721
22051	Oregon Transportation Network - Deschutes Co FFY24	457,373	-	52,348	509,721

FINANCIAL CONSTRAINT

The FAST Act requires development of a financial plan as part of the MTP and MTIP planning processes. The financial plan must demonstrate that the existing system of transportation facilities is being adequately operated and maintained. This financial plan must be developed in cooperation with the local jurisdictions and other affected agencies. The financial plan must demonstrate which projects can be implemented using current revenues and funding sources and which projects are to be implemented using proposed new revenue sources, while at the same time demonstrating that the existing system of transportation facilities is being adequately operated and maintained. Cost estimates and replacement schedule(s) must support this determination.

Table 12 provides a summary of the financial analysis and demonstrates that the MTIP is financially constrained. Revenues in the first two years are committed, as programmed in the capital improvement programs of the local and state jurisdictions.

Table 12: FY2021-24 MTIP Financial Constraint Assessment

<i>Jurisdiction</i>	<i>Federal Total</i>	<i>State Total</i>	<i>Local Total</i>	<i>Total Current Estimate</i>
<i>CET</i>	6,029,657	-	3,045,673	9,075,330
<i>Bend MPO⁴</i>	1,408,842	51,963	109,287	1,570,092
<i>ODOT⁵</i>	49,526,169	5,332,452	201,324	55,059,945
<i>Total</i>	<i>56,964,668</i>	<i>5,384,414</i>	<i>3,356,285</i>	<i>65,705,367</i>

Adequate Maintenance and Operation of Existing System

In order to produce a financial plan that demonstrates that the necessary resources are reasonably available to implement the MTIP, the financial plan must also demonstrate that the responsible operating agencies have the capacity to finance the operations, maintenance, and capital replacement activities required to preserve the existing system of transportation facilities. Although the BMPO has no direct operations or maintenance authority, its responsibilities related to the production of coordinated, comprehensive transportation plans for the urban area involve the cooperative development of a financial statement indicating the ability of the various operating jurisdictions to adequately maintain, operate, and provide for capital replacement of their respective facilities.

The Cascades East Transit system submits an annual financial statement to FTA that is referenced in the MTIP (see Appendix C). Additionally, the FAST Act requires transit providers to develop an Asset Management Plan that is regularly updated and submitted to FTA. The Oregon Transportation Commission (OTC) has adopted a policy that preservation of the existing system is its first priority and has directed funds to that purpose statewide. The MTIP projects on the ODOT system reflect that commitment and ability. The City of Bend has a significant backlog of roadway preservation needs. The Bend MPO Policy Board has directed much of the discretionary federal Surface Transportation Block Grant Program (STBG) funds to street

⁴ Assumes some STBG funding as shown in Tables 2-4

⁵ Does not include full North Corridor funding for Key #21229

preservation in the City of Bend. In addition, the City also allocates a percentage of its funding (state shared revenues and local general fund) to maintenance and preservation activities. The City's general fund contribution to street preservation has increased significantly in recent years.

Available and Committed Revenues and Funding Sources

Available funds include those funds derived from an existing source or funds historically dedicated to transportation. Federal funds generally available to the region (funds authorized and/or appropriated) on an annual basis are considered committed. Based on historical authorizations, federal funds distributed by formula can be extrapolated beyond the current authorization and be considered committed. Federal funds distributed on a discretionary basis are regarded as a new source and must be shown to be reasonably available.

In the case of state funds that are not dedicated to or historically used for transportation purposes, only those funds over which the Governor has control may be considered to be committed funds. In this case, approval of the MTIP by the Governor will be considered a commitment of funds.

For local or private sources of funding involved in regionally significant projects, those not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing or letter of intent by the responsible official or body having control of the funds is needed to establish a commitment. If these commitments cannot be demonstrated, the state, local, or private funding source should be treated as a "new" funding source and must be demonstrated to be "reasonably available."

Reasonably Available Revenues and Funding Sources

These funds may not currently exist or may require some steps before a jurisdiction, agency, or private party can commit such revenues to transportation projects. The financial plan must identify strategies and a specific plan of action that describe the steps that will be taken to ensure the availability of such funding sources within the planning timeframe. The plan of action should provide information on the actions that will be taken to obtain the new funding, including how local match will be obtained. Where efforts are already underway to obtain a new revenue source, information such as the amount of support for the measure by the community should be included in the financial analysis used for the financially constrained MTIP. Appendix D describes the revenue sources that fund the projects in the MTIP.

Bend MPO Surface Transportation Block Grant Program Funds

Under a cooperative process, ODOT distributes a portion of its Surface Transportation Block Grant Program (STBG) funds to cities, counties, and Oregon's small Metropolitan Planning Organizations. The Bend MPO receives an annual allocation of federal STBG funds. Historically, the vast majority of STBG funds have been used for street preservation and maintenance in the City of Bend. To simplify access to these funds, the City enters into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the City receives state roadway funds. These projects are not typically included in the MTIP. In the future, the funds may remain federal to allow a wider range of project options. If that occurs, the MTIP will be amended as necessary. Future allocations of Bend MPO STBG funds will be reassessed each year as the awards are provided by ODOT.

ODOT Region 4 Transit Funding

ODOT Region 4 has supported transit for many years by allocating a portion of available STBG funds to transit. Available funding amounts can fluctuate but the region tries to maintain an historical average. The funds are restricted to transit capital improvements. The application and selection process is managed by the ODOT Public Transit Section. These funds are included in Key Numbers 22022, 22037, 22051.

Transportation Demand Management Program

Funding is provided each year in the STIP for Transportation Demand Management (TDM) activities within ODOT Region 4.

Funding Flexibility

Under current federal legislation and Oregon constitutional restrictions, some flexibility exists in the use of transportation funds (Table 13). The possible applications, however, are relatively limited. For example, transit operations are eligible under only three categories of funds, and many fund sources are restricted to roadway-related uses or uses within roadway rights-of-ways.

**Funding Flexibility Matrix
General Guidelines for the Use of Transportation Funding**

Table 5

POTENTIAL USES	Transit			Roadway				
	Transit Operations	Capital Improvements	ADA Elderly & Disabled	Maintenance & Operations	Roadway Capacity	Bicycle	Pedestrian	Rideshare/TDM
Federal								
National Highway System	no	no	no	yes	yes	yes	yes	no
STGB	no	yes	yes	yes	yes	yes	yes	yes
BMPO STBG	no	yes	yes	yes	yes	yes	yes	yes
FTA Section 5307	yes	yes	yes	no	no	no	no	no
FTA Section 5339	no	yes	yes	no	no	no	no	no
FTA Section 5310 ⁶	no	no	yes	no	no	no	no	no
FTA Section 5311	yes	yes	no	no	no	no	no	no
State								
Gas Tax Revenues	no	no	no	yes	yes	yes	yes	yes ⁷
Special Transportation Fund (STF) ⁸	yes	yes	yes	no	no	no	no	no
Statewide Transportation Improvement Fund (STIF)	yes	yes	yes	no	no	no	no	no
Local								
Bend SDC ⁹	no	no	no	no	yes	yes	yes	no
Gas Tax Revenue	no	no	no	yes	yes	yes	yes	Yes
Urban Renewal	no	yes	no	no	yes	yes	yes	no

⁶ Limited to private, non-profit organizations or public bodies that coordinate transportation services for the elderly and disabled persons.

⁷ Potential uses may include park-and-ride facilities only as part of eligible highway improvement projects.

⁸ May be used for transit capital improvements and ADA/elderly & disabled operations; cannot be used for general transit system operations.

⁹ Limited to roadway capacity projects and bicycle and pedestrian facility improvements.

Appendix A: BMPO Resolution Adopting MTIP

Resolution Number 2020-01 Bend Metropolitan Planning Organization Policy Board

For the Purpose of Adopting the 2021-2024 Metropolitan Transportation Improvement Program

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

WHEREAS, the State of Oregon has designated representatives of the said areas, together with a representative of ODOT, as the Bend Metropolitan Planning Organization (BMPO) to carry out the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Metropolitan Transportation Improvement Program (MTIP) that enumerates priority transportation projects in the Bend Urbanized Area; and

WHEREAS, the BMPO has developed a FY2021-2024 MTIP in coordination with ODOT and the local transit provider in compliance with all applicable federal and state requirements; and

WHEREAS, the FY2021-2024 MTIP meets the federal requirement of financial constraint; and

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2021-2024 MTIP.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the FY2021-2024 MTIP and directs staff to submit the document to ODOT for inclusion in the FY2021-2024 Statewide Transportation Improvement Program.

Adopted by the Bend Metropolitan Planning Organization the 21st day of April 2020.

Yes: 3 No: 0 Abstain: 0

Authenticated by the Chair this 21st day of April 2020.


Justin Livingston, Chair

Attest:


Tyler Deke, MPO Manager

Appendix B: Status of Projects from 2018-21 MTIP

Projects by Jurisdiction, Key Number, Work Phase, Phase Status	Sum of Federal Amount	Sum of State Amount	Sum of Local Amount
	\$	\$	\$
BEND MPO	1,295,278	70,904	77,346
	\$	\$	\$
20613	565,158	18,783	45,902
	\$	\$	\$
Bend MPO planning SFY20	565,158	18,783	45,902
	\$	\$	\$
APPROVED TO COMMENCE	565,158	18,783	45,902
	\$	\$	\$
20614	200,424	17,321	5,619
	\$	\$	\$
Bend MPO planning SFY21	200,424	17,321	5,619
	\$	\$	\$
APPROVED TO COMMENCE	200,424	17,321	5,619
	\$	\$	\$
20615	200,424	17,321	5,619
	\$	\$	\$
Bend MPO planning SFY22	200,424	17,321	5,619
	\$	\$	\$
APPROVED TO COMMENCE	200,424	17,321	5,619
	\$	\$	\$
21061	329,271	17,481	20,206
	\$	\$	\$
Bend MPO planning SFY19	329,271	17,481	20,206
	\$	\$	\$
COMPLETE	329,271	17,481	20,206
	\$	\$	\$
CASCADE EAST TRANSIT	4,427,927	-	2,857,098
	\$	\$	\$
19405	1,222,731	-	952,637
	\$	\$	\$
Bend Transit operations capital 2017 (5307)	1,222,731	-	952,637
	\$	\$	\$
APPROVED TO COMMENCE	1,222,731	-	952,637
	\$	\$	\$
19922	354,434	-	40,567
	\$	\$	\$
COIC Mass Transit Program (15-17)	354,434	-	40,567
	\$	\$	\$
APPROVED TO COMMENCE	354,434	-	40,567

Projects by Jurisdiction, Key Number, Work Phase, Phase Status	Sum of Federal Amount	Sum of State Amount	Sum of Local Amount
	\$	\$	\$
20935	1,268,220	-	908,358
Bend Transit operations capital 2018 (5307)	\$ 1,268,220	\$ -	\$ 908,358
APPROVED TO COMMENCE	1,268,220	-	908,358
	\$	\$	\$
20936	1,268,220	-	908,358
Bend Transit operations capital 2019 (5307)	\$ 1,268,220	\$ -	\$ 908,358
APPROVED TO COMMENCE	1,268,220	-	908,358
	\$	\$	\$
21403	133,697	-	15,303
Cascades East Transit - COIC	\$ 133,697	\$ -	\$ 15,303
APPROVED TO COMMENCE	133,697	-	15,303
	\$	\$	\$
21410	180,625	-	31,875
Bus & bus facilities-SM urban COIC (5339) 2018	\$ 180,625	\$ -	\$ 31,875
APPROVED TO COMMENCE	180,625	-	31,875
	\$	\$	\$
CITY OF BEND	2,486,701	-	26,322,239
	\$	\$	\$
19806	1,114,018	-	93,982
All Roads Transportation Safety (City of Bend)	\$ 1,114,018	\$ -	\$ 93,982
APPROVED TO COMMENCE	1,114,018	-	93,982
	\$	\$	\$
20073	646,462	-	54,538
All Roads Transportation Safety (Bend, phase 2)	\$ 646,462	\$ -	\$ 54,538
APPROVED TO COMMENCE	646,462	-	54,538
	\$	\$	\$
20378	726,221	-	83,119
Archie Briggs Rd (Deschutes River) Bridges	\$ 726,221	\$ -	\$ 83,119

Projects by Jurisdiction, Key Number, Work Phase, Phase Status	Sum of Federal Amount	Sum of State Amount	Sum of Local Amount
	\$	\$	\$
APPROVED TO COMMENCE	726,221	-	83,119
	\$	\$	\$
21455	-	-	23,400,000
	\$	\$	\$
Empire Corridor Improvements	-	-	23,400,000
	\$	\$	\$
APPROVED TO COMMENCE	-	-	23,400,000
	\$	\$	\$
21456	-	-	2,690,600
	\$	\$	\$
Murphy Corridor Improvements	-	-	2,690,600
	\$	\$	\$
APPROVED TO COMMENCE	-	-	2,690,600
	\$	\$	\$
DESCHUTES COUNTY	-	758,048	63,952
	\$	\$	\$
20075	-	758,048	63,952
	\$	\$	\$
ARTS Deschutes County Phase 2	-	758,048	63,952
	\$	\$	\$
APPROVED TO COMMENCE	-	758,048	63,952
	\$	\$	\$
ODOT	102,474,040	12,501,383	500,000
	\$	\$	\$
14020	6,460,560	1,783,441	-
	\$	\$	\$
FFO - US97 Bend North Corridor project	6,460,560	1,783,441	-
	\$	\$	\$
COMPLETE	6,460,560	1,783,441	-
	\$	\$	\$
20011	8,434,620	1,015,380	-
	\$	\$	\$
US20: Deschutes River Bridge - Robal Rd (Bend)	8,434,620	1,015,380	-
	\$	\$	\$
APPROVED TO COMMENCE	8,434,620	1,015,380	-
	\$	\$	\$
20013	14,874,268	1,752,426	-
	\$	\$	\$
US97: Bowery Lane - Romaine Village Way	14,874,268	1,752,426	-
	\$	\$	\$
APPROVED TO COMMENCE	14,874,268	1,752,426	-
	\$	\$	\$
20357	5,028,000	-	-

Projects by Jurisdiction, Key Number, Work Phase, Phase Status	Sum of Federal Amount	Sum of State Amount	Sum of Local Amount
	\$	\$	\$
US97: Redmond - Bend	5,028,000	-	-
	\$	\$	\$
APPROVED TO COMMENCE	5,028,000	-	-
	\$	\$	\$
20391	1,825,108	208,892	-
	\$	\$	\$
US20: Empire - Greenwood (3rd St, Bend)	1,825,108	208,892	-
	\$	\$	\$
APPROVED TO COMMENCE	1,825,108	208,892	-
	\$	\$	\$
CANCELED	-	-	-
	\$	\$	\$
20714	242,271	27,729	-
	\$	\$	\$
US97: multi-use trail planning study	242,271	27,729	-
	\$	\$	\$
APPROVED TO COMMENCE	242,271	27,729	-
	\$	\$	\$
CANCELED	-	-	-
	\$	\$	\$
21154	1,570,275	179,725	-
	\$	\$	\$
US20 at Cooley Road (Bend)	1,570,275	179,725	-
	\$	\$	\$
APPROVED TO COMMENCE	1,570,275	179,725	-
	\$	\$	\$
21229	31,405,500	3,594,500	-
	\$	\$	\$
US97 and Cooley Road (Bend) mid-term improvements	31,405,500	3,594,500	-
	\$	\$	\$
APPROVED TO COMMENCE	31,405,500	3,594,500	-
	\$	\$	\$
21416	133,698	15,302	-
	\$	\$	\$
Deschutes County ITS Plan Update	133,698	15,302	-
	\$	\$	\$
APPROVED TO COMMENCE	133,698	15,302	-
	\$	\$	\$
21483	29,189,822	3,340,906	-
	\$	\$	\$
US20: Mervin Sampels - Greenwood (3rd St, Bend)	29,189,822	3,340,906	-
	\$	\$	\$
APPROVED TO COMMENCE	29,189,822	3,340,906	-

Projects by Jurisdiction, Key Number, Work Phase, Phase Status	Sum of Federal Amount	Sum of State Amount	Sum of Local Amount
	\$	\$	\$
21489	1,974,060	225,940	-
	\$	\$	\$
US20: 3rd St - Purcell (Greenwood, Bend)	1,974,060	225,940	-
	\$	\$	\$
APPROVED TO COMMENCE	1,974,060	225,940	-
	\$	\$	\$
21502	540,000	290,000	-
	\$	\$	\$
City of Bend Colorado/Arizona Couplet ATSPM	540,000	290,000	-
	\$	\$	\$
APPROVED TO COMMENCE	540,000	290,000	-
	\$	\$	\$
21667	795,859	67,141	500,000
	\$	\$	\$
US20: Ward / Hamby Rd. Intersection	795,859	67,141	500,000
	\$	\$	\$
APPROVED TO COMMENCE	795,859	67,141	500,000
	\$	\$	\$
Grand Total	110,683,946	13,330,336	29,820,635

Appendix C: Cascades East Transit Statement of Financial Capacity

Each year, Cascades East Transit (CET) provides Federal Transit Agency (FTA) with a signed assurances and certifications through the Transportation Electronic Award Management (TEAM) system. Please contact CET for copies of the certificates and assurances. CET can be contacted at the Bend Operations Center 1250 NE Bear Creek, Bend, OR 97701 (541) 385-8680 or online via <http://www.cascadeseastransit.com/>

Appendix D: Transportation Project Funding Sources

The jurisdictions in the BMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this MTIP. A brief description of each of the fund sources, along with project programming information is provided below.

FEDERAL FUNDING PROGRAMS

In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. This legislation built upon the initiatives established in the several prior transportation legislation packages. Under these Acts, State and local governments were given more flexibility in determining transportation solutions, whether transit, highways, or multimodal projects.

FEDERAL AID HIGHWAY FUNDING PROGRAMS

The FAST Act contains several major funding programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Block Grant Program (STBG); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Safety Improvement Program (HSIP); Metropolitan Planning; and Transportation Alternatives (TAP). Some of these major programs contain sub-programs. A brief description of several federal aid highway funding programs is provided below. Many, but not all, of these programs are administered by the Federal Highway Administration.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) FUNDS

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.

NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes (the NHS system). The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG is a flexible multi-modal block grant-type program. It provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A percentage of the STP funds allocated to the state of Oregon are distributed to cities and counties on a formula basis by the Oregon Transportation Commission.

BEND METROPOLITAN PLANNING ORGANIZATION (BMPO) STBG FUNDS

Under a cooperative process, ODOT distributes a portion of its STBG funds to the small Metropolitan Planning Organizations (MPOs) in Oregon. The Bend MPO receives approximately \$1,200,000 annually in federal STBG funds. STBG funding has increased over time and project identification occurs through the MPO. Future allocations of Bend MPO STBG funds will be authorized in this document and updated as MPO funding allocations are finalized at the statewide level.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP is a core Federal-aid funding program. The intent of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have a Strategic Highway Safety Plan (SHSP).

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways.

METROPOLITAN PLANNING

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

STATEWIDE PLANNING AND RESEARCH (SPR)

SPR funds may be used for engineering and economic surveys and investigations; the planning of future highway programs and local public transportation systems, and the planning of the financing of such programs and systems including metropolitan and statewide planning; development and implementation of management systems; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; research, development, and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems; and study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

FEDERAL LANDS ACCESS PROGRAM (FLAP)

The FLAP provides funds for projects on Federal Lands 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 managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. 80% of funds go to States that contain at least 1.5% of the national total of public lands, and the remaining 20% going to States with less than 1.5% of the national total.

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

Section 5303 Metropolitan Planning

Section 5307 Urbanized Area Formula Program

Section 5310 Elderly/Disabilities

Section 5311 Rural and Small Urban Areas Formula Program

Section 5339 Bus and Bus Facilities Program

A summary of these programs follows:

TRANSIT SECTION 5303 PROGRAM

Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs: Metropolitan Transit Planning, Rural Transportation Assistance Program, and Statewide planning, research, and training. The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the FTA.

TRANSIT SECTION 5307 PROGRAM

The Section 5307 Formula Grant Program makes funds available on the basis of a statutory formula to all urbanized areas in the country. The funds may be used for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local.

TRANSIT SECTION 5310 PROGRAM

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. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds may be used for capital costs or for capital costs of contracting for services. Section 5310 funds are awarded on an annual competitive basis.

TRANSIT SECTION 5311 PROGRAM

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.

TRANSIT SECTION 5339 PROGRAM

Funds for the Section 5339 provide 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 percent federal, the same as for highway projects in the FHWA program.

OTHER FEDERAL FUNDING PROGRAMS

Other federal funding programs are also available to fund transportation projects. A brief description of two programs is provided below.

SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT

These funds are used to fund improvements to public schools, roads and stewardship projects. Deschutes County receives roadway funding through this program.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Community Development Block Grants are administered by the Department of Housing and Urban Development and could potentially be used for transportation improvements in eligible areas.

STATE FUNDING PROGRAMS

OREGON HIGHWAY FUND

The major source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers. Historically, revenues were divided as follows: 16% to cities, 24% to counties, and 60% to ODOT. HB 2001, approved during the 2009 legislative session, increased the gas tax by 6 cents. Revenue from the new taxes is divided as follows: 20% to cities, 30% to counties, and 50% to ODOT. HB 2017, approved during the 2017 legislative session also increases the gas tax, in increments, over several years. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population. ORS 366.514 requires at least 1% of the Highway Fund

received by ODOT, counties, and cities be spent on the development of footpaths and bikeways. ODOT administers its bicycle/pedestrian funds, handles bikeway planning, design, engineering and construction, and provides technical assistance and advice to local governments concerning bikeways.

SPECIAL PUBLIC WORKS FUND (SPWF)

The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a specified number of jobs. Loans for development (construction) projects range from less than \$100,000 to \$10 million. The Infrastructure Finance Authority offers very attractive interest rates that reflect tax-exempt market rates for highly qualified borrowers. Initial loan terms can be up to 25 years or the useful life of the project, whichever is less. Loans also are available to plan a construction project. SPWF projects will be programmed as awards are made.

IMMEDIATE OPPORTUNITY FUND (IOF)

The Immediate Opportunity Fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be "primary" jobs such as manufacturing, distribution, or service jobs.

TRAFFIC CONTROL PROJECTS

The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets or county roads. Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

STATE SPECIAL TRANSPORTATION FUND (STF)

ODOT's Public Transit section administers a discretionary grant program derived from state cigarette tax revenues and a percentage of revenues of from sales of photo ID cards that provides supplementary support for transportation services for the elderly and

people with disabilities. A competitive process has been established for awarding STF funds. STF funds are programmed on a bi-annual basis.

STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF)

The HB 2017 transportation funding package established a new dedicated source of funding for improving or expanding public transportation service in Oregon. This new funding source is called the Statewide Transportation Improvement Fund, or STIF. The program includes both formula and discretionary funding. 2019 Deschutes County STIF funded projects are included shown on the ODOT Rail and Public Transit webpage <https://www.oregon.gov/odot/RPTD/Pages/STIF-Plan-Submissions.aspx>

LOCAL FUNDING PROGRAMS

SYSTEMS DEVELOPMENT CHARGES (SDCs)

Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. The SDC typically varies by the type of development (residential, commercial, industrial, etc.). Transportation SDCs are collected by the City of Bend and Deschutes County.

FRANCHISE FEES

Cities may collect franchise fees from local utility companies that utilize public right-of-ways for the conveyance of their services. The City of Bend currently collects franchise fees from Pacific Power and Light, Central Electric Co-op, Cascade Natural Gas Company, Bend Cable Communications and Century Link. A percentage of the funds derived from the franchise fees are allocated for maintenance and street improvement needs.

DEVELOPER EXACTIONS

Prior to the establishment of transportation SDCs, the City of Bend used a different method of exacting transportation system improvements. Development financial requirements have continued since the adoption of the transportation SDCs where transportation impacts have exceeded possible development related fee collection, but these “contributions” have lessened considerably since the adoption of the transportation SDC. These exactions, typically for qualified transportation improvements, are eligible for SDC reimbursement. Additionally, developers are required, without reimbursement, to build the local streets serving their developments.

LOCAL PARKING FEES

Parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are collected on a limited basis in the BMPO area.

REVENUE BONDS

Revenue bonds are financed in various ways, and are backed by the full faith and credit of the issuing governmental unit. Revenue bonds can be secured by a local gas tax, street utility fee or other transportation-related stable revenue stream. Revenue bonds were issued for 2 projects in Bend in approximately year 2000. The City has several years remaining to fully pay those bonds. The bonds are paid using SDC revenues.

GENERAL OBLIGATION BONDS

All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. *Municipal bonds* are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote. General obligation bonds are currently being used to finance transportation projects within the BMPO area. See the City of Bend website for details on the bond projects.

PROPERTY TAXES

Local property taxes are used to fund various transportation services, including roadway projects and Cascades East Transit services.

FAREBOX REVENUE

A percentage of the Cascades East Transit operating funds are received from farebox revenues.

TRANSIENT ROOM TAX (TRT)

The City currently levies a tax on gross room receipts on Hotel/Motel rooms in the City. A percentage of the revenues can be used to fund transportation services.

LOCAL GAS TAX

A local gas tax is assessed at the pump and added to existing state and federal taxes. A local gas tax has not been implemented in the BMPO area.

URBAN RENEWAL FUNDING

Urban renewal, or tax increment financing, has been a financing tool that has been used by the City of Bend to improve certain areas of the community. Urban renewal areas have been established in NE Bend and in southern Bend. It is anticipated that a percentage of revenues generated from these districts will be dedicated to transportation improvements in the respective taxing areas.

PUBLIC/PRIVATE PARTNERSHIPS:

The City and an alliance of local developers and property owners (*The West Side Traffic Consortium*) negotiated an agreement that provides for the construction of several significant transportation improvements. These were/are funded through a combination of developer provided improvements and those provided through local improvement district financing. Agreements such as this may serve as a model for future similar such agreements when the cost and timing of various needed improvements exceed the financial ability of any one entity including the City.

SPECIAL ROAD DISTRICTS

Special road districts provide a means for funding specific improvements that benefit a specific group of property owners (comparable to a Local Improvement District). These districts require owner approval and a specific project definition. The residents forming the district agree to pay property taxes to support the special district. Special road districts exist throughout unincorporated Deschutes County. One special road district exists within the BMPO area. Road District Commissioners are appointed by the Deschutes County Board of Commissioners to operate the district.

LOCAL JURISDICTION FUNDING

DESCHUTES COUNTY

Deschutes County's primary source of transportation revenue is shared revenue from the Oregon Highway Fund. The County's revenues are grouped into one large fund known as the Road Fund for purposes of developing the road department budget and capital improvement program.

CITY OF BEND

The city of Bend receives transportation revenues from many sources including: Oregon gas tax and vehicle registration revenues; systems development charges; and franchise fees. These revenues are used for local projects and also provide the necessary match for federally funded projects.

CASCADES EAST TRANSIT

Cascades East Transit receives revenues from the City of Bend general fund, farebox revenues, advertising revenues, the Federal Transit Administration, and the Oregon Department of Transportation.

Appendix E: Transportation Planning Acronyms and Terms

ACT:	Area Commission on Transportation (see COACT)
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
CBD:	Central Business District
CFR:	Code of Federal Regulations
COACT:	Central Oregon Area Commission on Transportation
DLCD:	Department of Land Conservation and Development
EMME:	Computerized Transportation Modeling Software
FAST:	Fixing America's Surface Transportation (FAST) Act (federal surface transportation legislation)
FFO:	The Federal Hwy Administration will conduct in-depth reviews of the methods & procedures used during development & construction of the selected transportation projects. To clearly identify the projects selected for Full Federal Oversight, it was proposed to add the letters "FFO" to the beginning of each project's name. The US97: Bend North Corridor Project was one of the projects in Region 4 identified for Full Federal Oversight (FFO) review.
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GIS:	Geographic Information Systems
HPMS:	Highway Performance Monitoring System
ITS:	Intelligent Transportation Systems
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
MAP-21:	Moving Ahead for Progress in the 21 st Century (federal surface transportation legislation)
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MTP:	Metropolitan Transportation Plan
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NHS:	National Highway System
OAR:	Oregon Administrative Rules
ODOT:	Oregon Department of Transportation
OHP:	Oregon Highway Plan
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Planning Funds
SOV:	Single Occupancy Vehicle
STBG:	Surface Transportation Block Grant Program

STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zone
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program (same as MTIP)
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit (ODOT)
TPR:	Transportation Planning Rule
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
USDOT:	U.S. Department of Transportation
VMR:	Vehicle Miles Reduced
VMT:	Vehicle Miles of Travel

Allocation - An administrative distribution of funds for programs that do not have statutory distribution formulas.

Appropriation - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Appropriations Act - Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Apportionment - A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. It also refers to the distribution of funds as prescribed by a statutory formula.

Authorization - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs - Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Federal-aid Highways - Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification - The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number - Unique number assigned by ODOT to identify projects in the MTIP/STIP.

Maintenance - Activities that preserve the function of the existing transportation system.

Regionally Significant – From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network.

In the Bend metropolitan area, regionally significant facilities will include, at a minimum:

- All state highways;
- All arterial roadways; and
- Any other facilities determined to be regionally significant by the Policy Board (in consultation with the Technical Advisory Committee).

3C - "Three C's" = continuing, comprehensive, and cooperative - This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a "continuing, comprehensive transportation planning process carried out cooperatively by states and local communities." ISTEA's planning requirements broadened the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision making points.

Appendix F: Summary of Comments and Responses

This section will be updated as comments are received during the comment period.

Appendix F lists comments received on the draft MTIP. The comments are listed by agency or stakeholder. BMPO response is listed below each specific comment.

PUBLIC COMMENTS

- Will be included here.

TECHNICAL ADVISORY COMMITTEE (TAC) COMMENTS

At the regular meeting on 2/5/20 with the TAC, MPO staff reviewed the draft MTIP and adoption process. Topics included a proposed multi-year funding allocation of STBG (Surface Transportation Block Grant) funds (2020, 2021, 2022, 2023), performance measures, project list, funding summary, and the timeline including the public comment period.

- TAC discussion covered defining street preservation projects, how STBG funds could be used, and listing bike/ped (pedestrian) as a line item example under OTHER PROJECTS.
- MPO response included updating the text to show a list of STBG eligible project categories to include bike/ped and others.

POLICY BOARD COMMENTS

At the Policy Board meeting on 1/29/20, Mr. Deke reviewed the draft MTIP and its adoption process. Usually updated every three years, the draft MTIP identified transportation projects scheduled in federal fiscal years 2021-2024. His summary included how the Bend MPO has allocated previous STBG (Surface Transportation Block Grant) funds and time efficiencies from streamlining the Bend MPO's current STBG annual allocation process to a multi-year one.

Ms. Anderson and Ms. Napoli discussed the impact of the Bend MPO's performance measures on how MTIP projects would be rated.

- Policy Board comments covered not starting the list of transit safety performance measures with "fatalities," advantage to standardizing performance metrics across multiple jurisdictions, how performance measures were ranked, and if performance measures could be used to prioritize projects.
- MPO response included
 - Revising the listing for transit safety performance measures
 - Delaying inclusion of how performance measures were ranked and could be used to prioritize the projects until a funding distribution process for STBG funds is developed in Summer 2020

At the Policy Board meeting on 2/18/20, MPO staff reviewed the STBG funding allocation for multiple years.

- Policy Board comments covered a discussion of how the City of Bend Street Preservation and Traffic Signal allocation should be combined as Maintenance. The improvements would be determined by the local jurisdiction needs within the confines of the STBG funding requirements. The funding allocations were adjusted to show 60% Maintenance to the City.
- MPO response reallocated the STBG funding table to show distribution as discussed by the Policy Board on 2/18/20

A copy of the public notice is included for reference.

Bend MPO Public Comment Period for the MTIP

Post Date: 03/16/2020

Your Comments are valued!

Please take a moment to review the 2021-2024 Metropolitan Transportation Improvement Plan for the Bend MPO region.

The MTIP lists federally funded and locally funded projects anticipated by local agencies and the Oregon Department of Transportation (ODOT).

The MTIP contains a three-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Bend and Deschutes County. It also lists projects from the ODOT Statewide Transportation Improvement Program (STIP). The MTIP lists projects for which application of specific federal funds will be made in the next three years. Projects in the MTIP must be consistent with the Metropolitan Transportation Plan (MTP). Additionally, projects proposed for year four are included for informational purposes.

[MTIP Webpage Link](#)

Prior to MTIP adoption by the Policy Board, the proposed MTIP undergoes a 30-day public review and comment period.

This plan is scheduled for review at the April 17, 2020 MPO Policy Board Meeting.

Comments can be provided via email, phone or in person at any MPO public meeting. [MPO Contact Information Link](#)

See our MPO public meeting schedule here:

[MPO Policy Board 3/17/20](#)

[MPO TAC 4/1/20](#)

[MPO Policy Board 4/21/20](#)

Appendix G: Bend MPO Amendment Process and ODOT-FTA-FHWA Amendment Matrix

This processes depicted in Table 8 and Table 9 guide the Bend MPO to determine when an amendment to the MTIP is a full or administrative amendment.

Table 13

Type of Change	Federal Action***	Full Amend	Admin Amend	Database//Document Change
If it is NOT in the MTIP:				
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the MTIP	Approval if in first 3 years	✓		
2. Adding a regionally significant project to the MTIP (any funding source)	Approval if in first 3 years	✓		
3. Adding a federally funded project that is funded with discretionary funds	Notification		✓	
4. Adding a non-federally funded project that doesn't require FHWA or FTA action to the MTIP	Notification		✓	
If it is already in the MTIP:				
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the MTIP	Approval if in first 3 years	✓		
6. Major change in scope of a project with state or federal funds	Approval if in first 3 years	✓		
7. Adding or deleting a CN phase to an approved MTIP project.	Approval	✓		
8. Advancing a project or phase of a project from the fourth year to the first three years of the MTIP**	Approval	✓		
9. Advancing an approved project or phase of a project from	Notification		✓	

year 2 or 3 into the current year of the MTIP				
10. Slipping an approved project or phase of a project from the current year of the MTIP to a later year	No action			✓
Type of Change	Federal Action	Full Amend	Admin	Database/Document Change
11. Adding PE or ROW phase to an approved project in the first three years of the MTIP	Notification		✓	
12. Combining two or more approved projects into one project	Notification		✓	
13. Splitting one approved project into two or more projects	Notification		✓	
14. Minor technical corrections to make the MTIP consistent with prior approvals	Notification		✓	
15. Adding FHWA funds to an approved FTA-funded project	Notification		✓	
16. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the MTIP	Notification		✓	
17. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the MTIP	No action			✓
18. Modifying or deleting local projects that are listed for information purposes only	No action			✓
19. Minor technical corrections to make the MTIP consistent with the prior approvals, such as typos or missing data.	Notification		✓	
20. Changing the name of a project due to change in scope,	Notification		✓	

combining or splitting of projects, or to better conform to naming convention.				
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Table 64 ODOT-FTA-FHWA Amendment Matrix

FULL AMENDMENTS	
	Adding or cancelling a federally funded or regionally significant project to the STIP and state funded projects which will potentially be federalized
	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ by addition of non-exempt projects** • Adding capacity per FHWA Standards • Adding or deleting work type
	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> - Projects under \$500K – increase/decrease over 50% - Projects \$500K to \$1M – increase/decrease over 30% - Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

** Non-Exempt: Projects that are not included in 40 CFR 93.126, 40 CFR 93.127 and 40CFR 93.128. Here are the links:

[40 CFR 93.126 \(http://www.ecfr.gov/cgi-bin/text-idx?SID=c6738cb8ef467241a4844d644bf06b7a&mc=true&node=se40.20.93_1126&rqn=div8\)](http://www.ecfr.gov/cgi-bin/text-idx?SID=c6738cb8ef467241a4844d644bf06b7a&mc=true&node=se40.20.93_1126&rqn=div8)

[40 CFR 93.127 \(http://www.ecfr.gov/cgi-bin/text-idx?SID=c6738cb8ef467241a4844d644bf06b7a&mc=true&node=se40.20.93_127&rqn=div8\)](http://www.ecfr.gov/cgi-bin/text-idx?SID=c6738cb8ef467241a4844d644bf06b7a&mc=true&node=se40.20.93_127&rqn=div8)

[40 CFR 93.128 \(http://www.ecfr.gov/cgi-bin/text-idx?SID=c6738cb8ef467241a4844d644bf06b7a&mc=true&node=se40.20.93_128&rqn=div8\)](http://www.ecfr.gov/cgi-bin/text-idx?SID=c6738cb8ef467241a4844d644bf06b7a&mc=true&node=se40.20.93_128&rqn=div8)

AQ only applies to the nonattainment and maintenance areas. Those areas include: Portland, Salem-Keizer, Eugene-Springfield, Medford-Ashland, Lakeview, Oakridge, Klamath Falls, Grants Pass and LaGrande.

Oregon Boundary Maps:

http://www.oregon.gov/ODOT/HWY/GEOENVIRONMENTAL/docs/Air%20Noise%20Energy/2015_Non_MaintAreasB.pdf

Appendix H: Bend MPO Self-Certification

The 2021-2024 self-certification for the Bend MPO is posted here:

<https://www.bendoregon.gov/Home/ShowDocument?id=45877>

This document is required for MPOs in the Federal-Aid Policy Guide in Title 23 Code of Federal Regulations.

Section 450.330 Transportation improvement program: Action required by FHWA/FTA.

- (a) The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). This finding shall be based on the self-certification statement submitted by the State and MPO under Sec. 450.334 and upon other reviews as deemed necessary by the FHWA and the FTA.

Appendix I: Project Details by Key Number

Table 14

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
19806	\$1,114,018	\$0	\$93,982
CITY OF BEND	\$1,114,018	\$0	\$93,982
All Roads Transportation Safety (City of Bend)	\$1,114,018	\$0	\$93,982
Sign upgrades, illumination and signal improvements to improve safety and reduce accidents.	\$1,114,018	\$0	\$93,982
APPROVED TO COMMENCE	\$1,114,018	\$0	\$93,982
20011	\$18,442,772	\$2,160,858	\$0
20013	\$14,874,268	\$1,752,426	\$0
ODOT	\$14,874,268	\$1,752,426	\$0
US97: Bowery Lane - Romaine Village Way	\$14,874,268	\$1,752,426	\$0
Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	\$14,874,268	\$1,752,426	\$0
APPROVED TO COMMENCE	\$14,874,268	\$1,752,426	\$0
20073	\$646,462	\$0	\$54,538
CITY OF BEND	\$646,462	\$0	\$54,538
All Roads Transportation Safety (Bend, phase 2)	\$646,462	\$0	\$54,538
Safety improvements including: curve & intersection signs, delineators, illumination and clear zone	\$646,462	\$0	\$54,538
APPROVED TO COMMENCE	\$646,462	\$0	\$54,538
20391	\$1,825,108	\$208,892	\$0
ODOT	\$1,825,108	\$208,892	\$0
US20: Empire - Greenwood (3rd St, Bend)	\$1,825,108	\$208,892	\$0
Pavement preservation, ADA upgrades, sidewalks, bike lanes, pedestrian crossing, sign and signal upgrades to increase safety for travelers and extend the life of the road.	\$1,825,108	\$208,892	\$0
APPROVED TO COMMENCE	\$1,825,108	\$208,892	\$0
20615	\$469,614	\$17,321	\$36,429
BEND MPO	\$469,614	\$17,321	\$36,429
Bend MPO planning SFY22	\$469,614	\$17,321	\$36,429
Bend MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.	\$469,614	\$17,321	\$36,429
DRAFT	\$469,614	\$17,321	\$36,429

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
20714	\$5,345,371	\$611,801	\$0
ODOT	\$5,345,371	\$611,801	\$0
US97: multi-use trail planning study	\$5,345,371	\$611,801	\$0
Identify and evaluate planning corridors for a bicycle and pedestrian multi-use trail connecting Baker/Knott Road - Lava Lands visitor center.	\$5,345,371	\$611,801	\$0
APPROVED TO COMMENCE	\$1,080,809	\$123,703	\$0
DRAFT	\$4,264,562	\$488,098	\$0
21229	\$25,124,400	\$2,875,600	\$0
ODOT	\$25,124,400	\$2,875,600	\$0
US97 and Cooley Road (Bend) mid-term improvements	\$25,124,400	\$2,875,600	\$0
Mill and inlay new asphalt on portions of US97 N and S of Cooley. Upgrade signals to enhance ped crossing safety, reduce intersection-related high severity crashes and better operations of the system for travelling public. Widen roadway for added capacity. Construct separated multi-use bike path connections and upgrade/install curb ramps and sidewalks where needed.	\$25,124,400	\$2,875,600	\$0
APPROVED TO COMMENCE	\$11,664,900	\$1,335,100	\$0
DRAFT	\$13,459,500	\$1,540,500	\$0
21489	\$1,974,060	\$225,940	\$0
ODOT	\$1,974,060	\$225,940	\$0
US20: 3rd St - Purcell (Greenwood, Bend)	\$1,974,060	\$225,940	\$0
Pavement preservation on US 20 from 3rd to Purcell to extend the life of the road. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and bus access to make the area safer for travelers.	\$1,974,060	\$225,940	\$0

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
APPROVED TO COMMENCE	\$1,974,060	\$225,940	\$0
21578	\$469,614	\$17,321	\$36,429
BEND MPO	\$469,614	\$17,321	\$36,429
Bend MPO Planning SFY23	\$469,614	\$17,321	\$36,429
Bend MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.	\$469,614	\$17,321	\$36,429
DRAFT	\$469,614	\$17,321	\$36,429
21579	\$469,614	\$17,321	\$36,429
BEND MPO	\$469,614	\$17,321	\$36,429
Bend MPO Planning SFY24	\$469,614	\$17,321	\$36,429
Bend MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the MPO process.	\$469,614	\$17,321	\$36,429
DRAFT	\$469,614	\$17,321	\$36,429
21580	\$2,536,440	\$0	\$1,816,716
BEND MPO	\$1,268,220	\$0	\$908,358
Bend Transit operations capital 2020 (5307)	\$1,268,220	\$0	\$908,358
OPS/ADA/Preventative maintenance/admin/Transit improvements for FFY 21	\$1,268,220	\$0	\$908,358
DRAFT	\$1,268,220	\$0	\$908,358
CASCADE EAST TRANSIT	\$1,268,220	\$0	\$908,358
Bend Transit operations capital 2020 (5307)	\$1,268,220	\$0	\$908,358
OPS/ADA/Preventative maintenance/admin/Transit improvements for FFY 21	\$1,268,220	\$0	\$908,358
DRAFT	\$1,268,220	\$0	\$908,358
21581	\$2,542,264	\$0	\$1,810,892
BEND MPO	\$1,271,132	\$0	\$905,446
Bend Transit operations capital 2021 (5307)	\$1,271,132	\$0	\$905,446
OPS/ADA/Preventative maintenance/admin/Transit improvements for FFY 22	\$1,271,132	\$0	\$905,446
DRAFT	\$1,271,132	\$0	\$905,446
CASCADE EAST TRANSIT	\$1,271,132	\$0	\$905,446
Bend Transit operations capital 2021 (5307)	\$1,271,132	\$0	\$905,446

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
OPS/ADA/Preventative maintenance/admin/Transit improvements for FFY 22	\$1,271,132	\$0	\$905,446
DRAFT	\$1,271,132	\$0	\$905,446
21582	\$2,542,264	\$0	\$1,810,892
BEND MPO	\$1,271,132	\$0	\$905,446
Bend Transit operations capital 2022 (5307)	\$1,271,132	\$0	\$905,446
OPS/ADA/Preventative maintenance/admin/Transit improvements for FFY 23	\$1,271,132	\$0	\$905,446
DRAFT	\$1,271,132	\$0	\$905,446
CASCADE EAST TRANSIT	\$1,271,132	\$0	\$905,446
Bend Transit operations capital 2022 (5307)	\$1,271,132	\$0	\$905,446
OPS/ADA/Preventative maintenance/admin/Transit improvements for FFY 23	\$1,271,132	\$0	\$905,446
DRAFT	\$1,271,132	\$0	\$905,446
21584	\$625,414	\$0	\$71,582
BEND MPO	\$312,707	\$0	\$35,791
5310 Elderly & Disabled transit capital (20-22)	\$312,707	\$0	\$35,791
The 5310 program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This project includes providing service and preventive maintenance.	\$312,707	\$0	\$35,791
DRAFT	\$312,707	\$0	\$35,791
ODOT TRANSIT SECTION	\$312,707	\$0	\$35,791
5310 Elderly & Disabled transit capital (20-22)	\$312,707	\$0	\$35,791
The 5310 program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This project includes providing service and preventive maintenance.	\$312,707	\$0	\$35,791

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
DRAFT	\$312,707	\$0	\$35,791
21594	\$1,564,789	\$26,402	\$105,608
BEND MPO	\$782,395	\$13,201	\$52,804
All Roads Transportation Safety (City of Bend) Ph2	\$782,395	\$13,201	\$52,804
Sign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce accidents for travelers.	\$782,395	\$13,201	\$52,804
DRAFT	\$782,395	\$13,201	\$52,804
CITY OF BEND	\$782,395	\$13,201	\$52,804
All Roads Transportation Safety (City of Bend) Ph2	\$782,395	\$13,201	\$52,804
Sign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce accidents for travelers.	\$782,395	\$13,201	\$52,804
DRAFT	\$782,395	\$13,201	\$52,804
21667	\$3,595,658	\$303,342	\$0
ODOT	\$3,595,658	\$303,342	\$0
US20: Ward / Hamby Rd. Intersection	\$3,595,658	\$303,342	\$0
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 travelling public.	\$3,595,658	\$303,342	\$0
DRAFT	\$3,595,658	\$303,342	\$0
21758	\$525,421	\$60,137	\$0
ODOT	\$525,421	\$60,137	\$0
US20: Sisters Interchange Bridge (Bend)	\$525,421	\$60,137	\$0
Repair bridge between Sisters and Bend to prevent further damage.	\$525,421	\$60,137	\$0
DRAFT	\$525,421	\$60,137	\$0
21846			
BEND MPO			
Bend MPO Planning SFY23			

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
Bend MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.			
DRAFT			
21856			
BEND MPO			
Bend MPO Planning SFY24			
Bend MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the MPO process.			
DRAFT			
21867			
BEND MPO			
Bend MPO planning SFY25			
Bend MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.			
DRAFT			
21969	\$174,347	\$0	\$43,587
ODOT TRANSIT SECTION	\$174,347	\$0	\$43,587
Enhanced Mobility Program - COIC FFY22	\$174,347	\$0	\$43,587
Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$174,347	\$0	\$43,587
DRAFT	\$174,347	\$0	\$43,587
21977	\$178,000	\$0	\$44,500
ODOT TRANSIT SECTION	\$178,000	\$0	\$44,500
Enhanced Mobility Program - COIC FFY23	\$178,000	\$0	\$44,500

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$178,000	\$0	\$44,500
DRAFT	\$178,000	\$0	\$44,500
21987	\$182,000	\$0	\$45,500
ODOT TRANSIT SECTION	\$182,000	\$0	\$45,500
Enhanced Mobility Program - COIC FFY24	\$182,000	\$0	\$45,500
Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$182,000	\$0	\$45,500
DRAFT	\$182,000	\$0	\$45,500
22022	\$457,373	\$0	\$52,348
ODOT TRANSIT SECTION	\$457,373	\$0	\$52,348
Oregon Transportation Network - Deschutes Co FFY22	\$457,373	\$0	\$52,348
Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$457,373	\$0	\$52,348
DRAFT	\$457,373	\$0	\$52,348
22037	\$457,373	\$0	\$52,348
ODOT TRANSIT SECTION	\$457,373	\$0	\$52,348
Oregon Transportation Network - Deschutes Co FFY23	\$457,373	\$0	\$52,348
Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	\$457,373	\$0	\$52,348

2021-2024 MTIP Project Details (by Key Number)	Total Sum of Federal Amount	Total Sum of State Amount	Total Sum of Local Amount
DRAFT	\$457,373	\$0	\$52,348
22051	\$457,373	\$0	\$52,348
ODOT TRANSIT SECTION	\$457,373	\$0	\$52,348
Oregon Transportation Network - Deschutes Co FFY24	\$457,373	\$0	\$52,348
Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$457,373	\$0	\$52,348
DRAFT	\$457,373	\$0	\$52,348
Grand Total	\$86,594,017	\$8,277,361	\$6,164,130