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**AGENDA**  
**Bend Metropolitan Planning Organization**  
***Policy Board***

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**Date:** May 18, 2021

**Time:** 11:30 am – 1:00 pm

**Location:** Virtual meeting. Participation information provided below:

**Register in advance to participate in this meeting:**

Zoom Link: [https://bendoregon-gov.zoom.us/webinar/register/WN\\_-mR2kXfeSzGOvcB7MXuXnQ](https://bendoregon-gov.zoom.us/webinar/register/WN_-mR2kXfeSzGOvcB7MXuXnQ)

After registering, you will receive a confirmation email containing information about joining the webinar and call in options.

Join by Phone: 888 788 0099 (Toll Free)

Webinar ID: 996 1138 4858 Passcode: bmpo

To comment, use the "raise hand" feature and staff will call on you. Phone in callers use \*9

**YouTube Stream Option:** <https://youtu.be/XrAoXuCHsdw>

**Contact:** Tyler Deke, BMPO Manager (541) 693-2113 or [tdeke@bendoregon.gov](mailto:tdeke@bendoregon.gov)

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1. **Call to Order & Introductions.....Barb Campbell**
2. **Virtual Meeting Guidelines.....Jovi Anderson**
3. **Public Comment.....Barb Campbell**

***Action Items***

4. **Meeting Minutes.....Barb Campbell**  
Review and approve the April 20, 2021 Policy Board (**Attachment A**) draft meeting minutes

Recommended Language for Motion: I move approval of the April 20, 2021 Policy Board draft meeting minutes as presented.

**5. 2021-2024 Metropolitan Transportation Improvement Program**

**Amendments.....Jovi Anderson**

Background: Amendments are proposed for the 2021-2024 MTIP. The amendments were noticed on the bendoregon.gov website and through email notification to the MPO email lists and news media. Any comments received will be discussed at the MPO meeting. Staff will provide an overview of the proposed amendments.

Attachments: Summary of proposed MTIP amendments (**Attachment B**)

Action Requested: Review and consider approval of the proposed amendments

Recommended Language for Motion: I move approval of the proposed amendments to the 2021-2024 MTIP as presented

**6. MPO Funding Agreement .....Tyler Deke / Jovi Anderson**

Background: The MPO operating budget includes federal Surface Transportation Block Grant (STGB) funding. Use of those funds includes a local match requirement, and limitations on use for contracted support. ODOT will allow the MPO to exchange the STBG funds for state funds. Staff will the exchange process and seek Board approval to exchange the STBG funds.

Attachments: None. Information will be provided during the meeting.

Action Requested: Consider approval of the federal STBG fund exchange agreement

Recommended Language for Motion: I move to authorize Fund Exchange Agreement No. 34746 with ODOT

**Information Items**

**7. Public Participation Plan (PPP) Update Overview.....Andrea Napoli**

Background: Staff are currently in the process of updating the federally-required plan. The purpose of the PPP is to provide a documented process for providing “interested parties” with reasonable opportunities to be involved in the MPO planning processes. The Bend MPO PPP was last adopted in 2009 and amended in 2013.

Attachments: Plan update overview memo (**Attachment C**), Draft Plan (**Attachment D**)

Action Requested: Concur with, and/or provide comment/direction on the development of the draft plan.

**8. Surface Transportation Block Grant (STBG) Funding Schedule .....Andrea Napoli**

Background: Higher than expected funding has been recently allocated to BMPO. Discussion on splits of these additional funds was tabled by the Board at their April meeting. As follow up, staff has drafted an anticipated STBG funding schedule.

Attachments: STBG funding schedule memo (**Attachment E**)

Action Requested: None. Information item.

**9. Public Transportation Update .....Andrea Breault, CET / Theresa Conley, ODOT**

Background: CET staff will provide an overview of the recently completed CET 2040 Transit Master Plan, and current CET projects within and connecting to the Bend area. ODOT staff will provide an overview of ODOT's public transportation funding programs.

Attachments: None. The CET 2040 Master Plan is posted on the following link [https://cascadeseastransit.com/wp-content/uploads/2020/10/CET-2040-Transit-Master-Plan\\_Final\\_Adopted\\_September-2020.pdf](https://cascadeseastransit.com/wp-content/uploads/2020/10/CET-2040-Transit-Master-Plan_Final_Adopted_September-2020.pdf) and information about ODOT's public transportation programs is available on the following site: <https://www.oregon.gov/odot/RPTD/Pages/index.aspx>

Action Requested: None. Information item.

**10. Other Business.....Barb Campbell**

**11. Public Comment.....Barb Campbell**

**12. Next Policy Board Meeting**

The next regular meeting of the Policy Board is scheduled for June 15 from 11:30 am to 1:00 pm.

**13. Adjourn**



**Accessible Meeting/Alternate Format Notification**

This meeting event/location is accessible. Sign or other language interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request at no cost. Please contact Jovita Anderson no later than 24 hours in advance of the meeting at (541) 693-2122, or [janderson@bendoregon.gov](mailto:janderson@bendoregon.gov). Providing at least 2 days-notice prior to the event will help ensure availability.

**DRAFT**  
 BEND METROPOLITAN PLANNING ORGANIZATION  
**POLICY BOARD**  
Virtual Meeting – MINUTES  
**April 20, 2021**

YouTube video link: [https://youtu.be/M3VIzq\\_eCfs](https://youtu.be/M3VIzq_eCfs)

Policy Board Members Present

Bend City Council: **Chair** Barb Campbell, **Vice-Chair** Megan Perkins, Rita Schenkelberg  
 Deschutes County Commission: Phil Chang  
 Oregon Department of Transportation (ODOT): Bob Townsend

MPO Staff: Tyler Deke, *Manager*; Jovi Anderson, *Program Coordinator*; Andrea Napoli, *Senior Planner*; Cameron Prow, TYPE-*Write* II (minutes contractor)

Visitors: Cristel Taylor, *City of Bend Senior Budget & Financial Analyst*; David Abbas, *City of Bend Transportation and Mobility Director*; Greg Bryant, *Bend MPO Budget Committee*; Kevin Burnes; Louis Capozzi, *Cascades East Transit Mobility Hub Feasibility Study Technical Advisory Committee*; Mike Riley; Rick Williams, *ODOT Region 4 Principal Planner*; Tara Bieber; Tobias “Toby” Marx, *City of Bend Parking Services Division Manager*

Media: None

*(Agenda items appear in discussion order. The 3 digits after a motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)*

**1. Call to Order & Introductions**

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 11:35 a.m. on Tuesday, April 20, 2021, with a quorum of member jurisdictions present (3 of 3).

**2. Virtual Meeting Guidelines**

Ms. Anderson reviewed the meeting guidelines.

**3. Public Comment**

Chair Campbell invited comment from members of the public. Mr. Capozzi expressed support for a bikeshare program in Bend.

ACTION ITEMS

**4. Meeting Minutes**

Data: March 16, 2021, Policy Board draft meeting minutes (Agenda Attachment A) and March 23, 2021, Budget Committee draft meeting minutes (Agenda Attachment B)

**Motion 1** (3/0/0): Vice-Chair Perkins moved approval of the March 16, 2021, Policy Board and March 23, 2021, Budget Committee draft meeting minutes as presented. Mr. Chang seconded the motion which passed unanimously.

**5. 2021-2022 Approved Budget Public Hearing and Adoption**

Data: Resolution 2021-02 to adopt the budget (Agenda Attachment C)

Mr. Deke summarized the Budget Committee-approved budget for fiscal year (FY) July 1, 2021, through June 30, 2022. At its March 23, 2021, meeting, the Budget Committee

approved the proposed budget and recommended Policy Board approval. His summary included 2021-22 priorities, major work tasks, and funding sources.

Chair Campbell opened the public hearing on the 2021-2022 approved budget at 11:51 a.m. and closed it when no one offered testimony.

**Motion 2** (3/0/0): Mr. Chang moved to adopt the Fiscal Year 2021-22 Approved Budget and make appropriations by means of Resolution 2021-02. Vice-Chair Perkins seconded the motion which passed unanimously.

#### 6. **2021-2022 Unified Planning Work Program Adoption**

Data: Resolution 2021-03 to adopt the UPWP (Agenda Attachment D)

Mr. Deke provided an overview of the MPO's draft Unified Planning Work Program (UPWP) for FY 2021-22. The draft UPWP has been reviewed by ODOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), BMPO Policy Board, and the BMPO Technical Advisory Committee (TAC).

**Motion 3** (3/0/0): Vice-Chair Perkins moved to adopt the 2021-22 Unified Planning Work Program by means of Resolution 2021-03. Mr. Chang seconded the motion which passed unanimously.

#### 7. **2021-2024 Metropolitan Transportation Improvement Program Amendments**

Data: Summary of proposed MTIP amendments (Agenda Attachment E)

Ms. Anderson provided an overview of the proposed amendments and review process.

Policy Board concerns covered why these amendments had to be added to the MTIP.

**Motion 4** (3/0/0): Mr. Chang moved approval of the proposed amendments to the 2021-2024 MTIP as presented. Vice-Chair Perkins seconded the motion which passed unanimously.

#### 8. **Surface Transportation Block Grant Funding**

Data: PowerPoint

Ms. Napoli, with assistance from Ms. Anderson and Mr. Deke, outlined possible uses of additional STBG (Surface Transportation Block Grant) funding the Bend MPO expected to receive during FY 2021-2024.

Policy Board discussion covered additional STBG funds for FY 2021-2024 (\$127,000 per year), whether past decisions about how additional STBG funds should be allocated (60% City street maintenance/preservation and ITS [Intelligent Transportation System], 15% competitive application process, 25% MPO planning/operations/reserve) should be retained, March 2021 Policy Board decision to fully fund projects awarded partial funding during the 2020 competitive application process, revisiting projects not awarded funding during the 2020 competitive application process, distributing additional STBG funds in a 2021 or 2022 competitive application process, how the competitive process worked, potential allocation splits, waiting to allocate extra STBG funds until the list of projects submitted was available, funding options other than STBG dollars for the City transportation system, and when the Board had to decide how to use the additional STBG funds.

Mr. Deke stated he didn't anticipate that MPO planning/operations/reserve would need 25% of the additional 2021-2024 STBG funds. Ms. Napoli noted staff capacity was inadequate to conduct a 2021 competitive application process.

Mr. Townsend summarized the rationale behind the prior Policy Board decision to set advance funding percentages for STBG dollars.

Mr. Abbas discussed why he didn't support adding City street preservation to the competitive application process and potential impacts of increases to the street preservation budget on the City's pavement preservation index and deferred maintenance backlog.

**Motion 5** (3/0/0): Vice-Chair Perkins moved to table further discussion until after Agenda Item 9. Mr. Chang seconded the motion which passed unanimously.

## 9. Bikeshare Update

Data: PowerPoint

Mr. Marx discussed possible reintroduction of a bikeshare system in Bend. His summary covered the 2016-2020 bikeshare program, a bikeshare relaunch project not funded during the MPO's 2020 project solicitation, why this was the right time to relaunch bike sharing in Bend, the "ask" (\$33,750 for 75 bikes), 2021 timeline, and additional support partners.

Policy Board concerns included if the MPO could afford to fund the requested \$33,750.

**Motion 6** (3/0/0): Vice-Chair Perkins moved to use \$33,750 in STBG dollars to fund the bike share program. Ms. Schenkelberg seconded the motion which passed unanimously.

## 10. Comment Letters

Data: Draft support letters: (1) Bend-to-Lava-Lands Trail (Agenda Attachment F) and (2) bicycling and pedestrian safety during update of the MUTCD (Manual on Uniform Traffic Control Devices)

Mr. Deke summarized a draft letter of support for a proposed multi-use trail connecting the Baker Road/Knott Board interchange to Lava Lands Visitor Center. He outlined the need to address bicycling and pedestrian safety concerns in the proposed MUTCD update.

**Motion 7** (2/0/1): Mr. Chang moved the MPO approve the draft support letter for the Bend-to-Lava-Lands Trail as presented. Vice-Chair Perkins seconded the motion which passed with the City and County representatives voting in favor, none opposed, and the State representative abstaining.

**Motion 8** (3/0/0): Mr. Chang moved the MPO approve the draft letter supporting bicycle and pedestrian safety improvements to the proposed MUTCD update as presented. Vice-Chair Perkins seconded the motion which passed unanimously.

## 11. ODOT Projects Overview

Postponed due to lack of time.

## INFORMATION ITEMS

### 12. Other Business

Postponed due to lack of time.

**13. Public Comment**

Postponed due to lack of time.

**14. Next Policy Board Meeting**

- May 18, 2021, 11:30 a.m.-1 p.m. (Tuesday): regular meeting

**15. Adjourn**

**Motion 9** (3/0/0): Vice-Chair Perkins moved to adjourn. Chair Campbell seconded the motion which passed unanimously.

With no further business, Chair Campbell adjourned the meeting at 1:15 p.m.

Project Key Number & Web link	Project Name	ODOT STIP Amendment Number	Decision by MPO Policy Board	Amendment Decision Date (MPO)	Change Reason	Comments Received
21489	3rd Street to Purcell-15th		Pending Public Comment Period, Full Amendment	5/18/21	Add funding from local jurisdiction Name and location change. Reduce project on Greenwood/Hwy20 from Purcell to 15 <sup>th</sup> street. Note: This project will receive additional funds (\$1.5M) from the City of Bend following their budget process to fund the rehab/construction of sidewalks on Greenwood. Project total will be \$3,255,000 after amendment.	
20011	US20: Tumalo - Cooley Rd. (Bend)		Pending Public Comment Period, Full Amendment	5/18/21	Add location mile points 14.31 -17.39 on Hwy 20, add undercrossing funding. More details will be provided prior to decision on 5/18/21	

See our website [www.bendmpo.org](http://www.bendmpo.org) for more details regarding the Bend Metropolitan Planning Organization Metropolitan Transportation Improvement Program. Your comments and review are welcome and valued. Visit our [website](http://www.bendmpo.org) for ways to provide your opinion.



# Change Management Request

Project Summary Printed  
Date: 4/28/2021

Key #	Project Name	Project Leader	Area Manager
21489	US20: 3rd St-Purcell (Greenwood, Bend)	Miranda Wells	Bob Townsend

Project Budget Table											
Phase	End Date	Original		Change #1		Change #2		Change #3		Change #4	
		Schd	Amount	Schd	Amount	Schd	Amount	Schd	Amount	Schd	Amount
PE	2019	2019	\$275,000	2019	\$275,000	2019	\$604,907				
RW	2021	2020	\$100,000	2021	\$100,000	2021	\$100,000				
UR	2021	2020	\$25,000	2021	\$25,000	2021	\$25,000				
CN	2021	2021	\$900,000	2021	\$900,000	2021	\$2,525,093				
OT											
PL											
Total:			\$1,300,000		\$1,300,000		\$3,255,000				
Scope Change:											

Program Funding Involved in Project					
<input type="checkbox"/> Fish Passage	<input type="checkbox"/> Culverts	<input type="checkbox"/> Interstate Maint.	<input type="checkbox"/> Pavement	<input type="checkbox"/> HB2017	
<input checked="" type="checkbox"/> ADA	<input type="checkbox"/> Maintenance	<input type="checkbox"/> Bridge	<input type="checkbox"/> Other _____		

STIP			
Urbanized Area: Bend - 425	Functional Class: 14-Urban Prin. Art. Other	STIP: 18-21	IGA #: 33731
Bridge #: _____	Population: 3 - Urban < 200,000	NHS: Yes	RAIL: No
			SPIS Site: No

Original Project Budget									
Phase	Schd	Total	SW ADA	Fix-It R4					
PE	2019	\$275,000	\$175,000	\$100,000					
RW	2020	\$100,000	\$100,000						
UR	2020	\$25,000	\$25,000						
CN	2021	\$900,000	\$700,000	\$200,000					
OT									
PL									
Total:		\$1,300,000	\$1,000,000	\$300,000					

Auto-Size Text Boxes Below

Original Scope:
<ul style="list-style-type: none"> <li>• Rebuild/replace existing ADA curb ramps to current ODOT requirements along Greenwood Avenue from 3rd Street east to 15th Street;</li> <li>• Upgrade un-signalized intersection signs;</li> <li>• Construct new marked crosswalks with pedestrian refuge median at 4th St;</li> <li>• Construct Bend ITS Central Signal System fiber upgrades connecting signals from US20@8th to US20@Purcell.</li> </ul> <p>Note: This project will receive additional funds (\$1.5M) from the City of Bend following their budget process to fund the rehab/construction of sidewalks on Greenwood.</p>





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**MEMO**

TO: BEND MPO POLICY BOARD

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: MAY 12, 2021

RE: BEND MPO PUBLIC PARTICIPATION PLAN UPDATE - OVERVIEW

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**Request**

This is an information-only item, at this time. However, any comments/suggestions on the draft plan are being sought.

**Background**

Bend MPO staff are currently in the process of updating the federally-required Public Participation Plan (PPP). The purpose of the Plan is to provide a documented process for providing “interested parties” with reasonable opportunities to be involved in MPO planning processes. The Bend MPO PPP was last adopted in 2009 and amended in 2013.

**Public Participation Plan Overview**

In addition to confirming any needed changes since 2013 from federal or state legislation related to public participation for MPOs, there were three main focus points of the plan update:

- Build off of the recently updated Title VI Plan (non-discrimination and equity)
  - This included focused outreach to 34 contacts at various local organizations serving or representing traditionally underserved populations
- Review PPPs of other MPO’s
- Document newer, successful processes and tools currently or previously in use to continue; as well as those that may be used in the future

Plan Contents:

*Introduction* – Includes information on the role of the MPO, purpose of the Plan, federal and state requirements, how non-discrimination and equity requirements apply to public participation, and describes the process and efforts staff undertook to develop the Plan.

*Bend MPO Structure and Process* – Includes a summary of MPO responsibilities and the make-up of the Policy Board and MPO committees.

*Public Outreach and Engagement Methods* – Includes public outreach and involvement approaches and strategies that the MPO currently or expects to follow, with actions and tools to implement them.

*Procedures for BMPO Plans and Programs* – Outlines outreach procedures and tools to be used for specific MPO tasks and work products, including a triennial review for PPP updates.

### **Current and Next Steps**

Federal and State Partner Review: Draft PPP document emailed to FHWA, FTA, and ODOT on May 6 for review and comment. Requested response by May 20.

45-Day Public Comment Period: To begin May 17.

BMPO Technical Advisory Committee (TAC) Review: Planned for June 2<sup>nd</sup> TAC meeting.

Policy Board Adoption Consideration: Planned for July 20<sup>th</sup> Policy Board meeting (to accommodate 45-day public comment period).

# Public Participation Plan

*DRAFT*



**BMPO** Bend Metropolitan  
Planning Organization

Adopted Month Day, 2021

## Bend Metropolitan Planning Organization Membership

### Policy Board

Barb Campbell, Chair	City of Bend
Megan Perkins, Vice Chair	City of Bend
Rita Schenkelberg	City of Bend
Phil Chang	Deschutes County
Bob Townsend	Oregon Department of Transportation (ODOT)

### Technical Advisory Committee (TAC)

Karen Swirsky	City of Bend
Peter Russell	Deschutes County
Rick Williams	ODOT Region 4
Andrea Breault	Cascades East Transit (CET)
Henry Stroud	Bend Parks and Recreation District (BPRD)
Joe Viola	Central Oregon Community College (COCC)
Brian Potwin	Commute Options for Central Oregon
Rick Root	Deschutes County Bike & Pedestrian Advisory Committee
Casey Bergh	OSU Cascades
Sharon Smith	Bend LaPine Schools
Liza Hamada	Citizen Representative
Greg Bryant	Citizen Representative

#### TAC Non-Voting Members:

Scott Edelman	OR Dept. of Land Conservation & Development (DLCD)
Rachel Tupica	Federal Highway Administration (FHWA)
Jeremy Borrego	Federal Transit Administration (FTA)

### Bend MPO Staff

Tyler Deke, Manager  
Jovi Anderson, Program Coordinator  
Andrea Napoli, Senior Planner

### Bend MPO

709 NW Wall Street, #102  
Bend, OR 97701  
[www.bendmpo.org](http://www.bendmpo.org)



#### **Accommodation Information for People with Disabilities**

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Jovi Anderson at [janderson@bendoregon.gov](mailto:janderson@bendoregon.gov), (541) 693-2122; Relay users dial 7-1-1.

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# Introduction

## Establishment and Role of the Bend MPO

The Bend Metropolitan Planning Organization (BMPO) is the federally designated, regional transportation planning organization for the Bend urbanized area. The primary function of the BMPO is to conduct a continuing, cooperative and comprehensive (“3-C”) transportation planning process that will result in plans and programs that consider all transportation modes and will support metropolitan community development and social goals.

The BMPO is governed by a five-member policy board consisting of representatives of the city of Bend, Deschutes County, and the Oregon Department of Transportation (ODOT). In addition, the Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration are participants in the MPO process. Federal regulations require the formation of MPOs for all urbanized areas with populations greater than 50,000. The BMPO was designated on December 18, 2002, by the Governor of Oregon after having reached the 50,000 population threshold in the 2000 decennial census. A map of the BMPO area is shown in Figure 1.

One of the central requirements for MPOs is an all-inclusive decision-making process including development and implementation of a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing public involvement in developing metropolitan transportation plans (MTPs) and transportation improvement programs (TIPs). To ensure an all-inclusive decision-making process occurs, MPOs are required to utilize public participation plans (PPPs) that are developed in consultation with an expanded list of interested parties. Once adopted, the PPP will direct the MPO’s public outreach activities during future planning and programming activities.

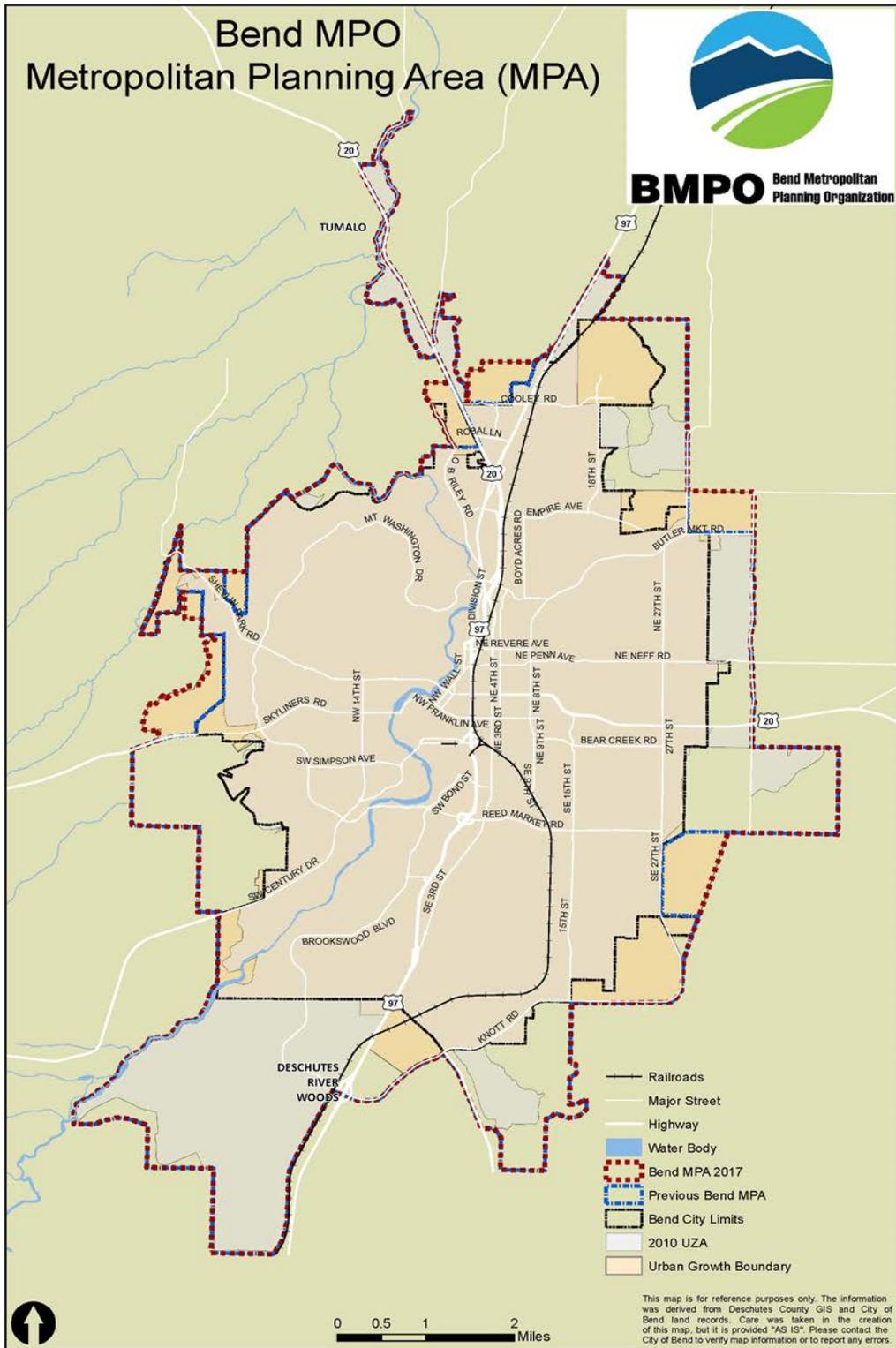
## Purpose of the Public Participation Plan

In following with federal requirements, the intent of this Plan is to provide a documented process for providing interested parties<sup>1</sup> with reasonable opportunities to be involved in the MPO planning process. Engaging the public, and specifically certain population groups, can often be challenging for MPOs due to a number of factors. A Public Participation Plan serves to help overcome this challenge by serving as a guide to ensure that there are opportunities for the public, and other interested parties, to be involved in major planning, programming, and project decisions made by the Bend MPO. Beyond efforts of pushing information out to the public, the Plan encompasses

<sup>1</sup> 24 U.S.C. 134 defines interested parties as follows: citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers or transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties.

strategies and activities that seek to provide opportunities to enable involvement of *all* populations in the Bend MPO's planning and decision-making processes.

FIGURE 1 – BMPO Area Map



## Federal and State Requirements for Public Participation

Past federal transportation legislation packages have greatly enhanced the role of public participation in the transportation planning process:

- In 1991, ***the Intermodal Surface Transportation Efficiency Act (ISTEA)*** mandated that “MPOs develop and utilize a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing MTPs and TIPs.”
- In 2005, ***the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*** expanded these provisions to require “extensive stakeholder participation above and beyond public involvement” that included the requirement for MPOs to develop a formal Public Participation Plan. Also included in the legislation was that public meetings be conducted at convenient and accessible locations at convenient times; visualization techniques be employed to describe plans; and to make public information available in an electronically accessible format.
- In 2012 and 2015, the passage of ***Moving Ahead for Progress in the 21st Century (MAP-21)*** and the current ***Fixing America’s Surface Transportation (FAST) Act*** reaffirmed the previous federal directives for public participation.

In addition to federal legislation, the following are requirements under ***Oregon’s Public Meetings Law*** that pertain to the BMPO Policy Board and Technical Advisory Committee meetings:

- Meetings be open to the public.
- The public be given notice of the time and place of the meetings.
- Meetings be accessible to everyone, including people with disabilities.
- Minutes be made available to the public within a reasonable time that indicate the substance of the deliberations, decisions, and reference any information upon which such decisions are made.
- The public be provided reasonable time during all public meetings to provide input, feedback and/or recommendations.

## Public Participation, Title VI and Environmental Justice

Title VI of the 1964 Civil Rights Act states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Moreover, federal Executive Orders pertaining to Environmental Justice (EJ) further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or

environmental effects of its programs, policies, and activities on minority populations and low-income populations."

As a recipient of federal funds, the Bend MPO is subject to the provisions of Title VI and Environmental Justice. The Bend MPO has recently updated and adopted a [Title VI Plan](#)<sup>2</sup>, which establishes the MPOs commitment to preventing discrimination and fostering equity. In relation to public participation, the following objectives and actions apply to MPOs:

- Proactively include traditionally under-represented populations in public involvement and informational processes; and
- Enhance the public involvement process to reach all segments of the population and ensure that all groups have a voice in the transportation planning process, regardless of race, color, national origin, gender, age, disability, and income status.

## Desired Outcomes for Public Outreach and Engagement

Primary outcomes that the Bend MPO seeks from its public involvement efforts include the following:

- Providing access to and information about key decisions in the regional planning process in an easy to understand format.
- Disseminating clear, concise and timely information to the public and interested parties.
- Providing welcoming opportunities for meaningful public input to inform the decision-making process.
- Building relationships and trust to engage with the MPO and partner jurisdictions.
- Ensuring that planning decisions consider the concerns and needs of all users of the transportation system.

## How This Plan Was Developed

BMPO staff began the process of developing this plan by reviewing the existing Bend MPO Public Participation Plan (PPP) and those of other MPOs, and identifying elements to retain or include. Much of the work done to develop this plan grew out of the update of the Bend MPO Title VI Plan which took place during the spring and summer of 2019. During the PPP development, staff reviewed best practices literature on public involvement, Public Participation Plans adopted by other MPOs in Oregon, and state and federal requirements related to public participation.

<sup>2</sup> The BMPO Title VI Plan can be found at: [www.BendMPO.org](http://www.BendMPO.org).

Because the PPP will ultimately drive all future public involvement activities for the Bend MPO, it was important to conduct concerted outreach in its development. Staff requested review of the draft plan by the MPO's State and Federal partners; made the draft plan available for a 45-day public comment period where email notifications were sent, postings to the MPOs Facebook page, as well as website, and City of Bend online newsfeed were made; and review by the BMPO TAC at their public meeting.

A specific focus of this outreach was targeted to Bend area organizations that serve or represent historically underserved populations. Staff reached out to a number of organizations and met individually with fourteen (14) local contacts. The purpose of the meetings was to learn how their organizational efforts and the needs of those they represent intersect with transportation; to hear how they and those they serve would like to be involved; and simply to begin to build more and better community relationships.

The final step in development of this Plan was review and adoption by the BMPO Policy Board.

## Bend MPO Structure and Process

### Summary of Responsibilities

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 the area transit operator.
- Develop a Public Participation Plan, a Title VI Plan, and an annual work program known as the Unified Planning Work Program (UPWP).
- Maintain the regional travel-demand model<sup>3</sup> for the purposes of assessing, planning, and coordinating regional travel demand impacts.

<sup>3</sup> The BMPO and ODOT's Transportation Planning Analysis Unit (TPAU) jointly manage development and maintenance of the model.

## Boards and Committees

### Bend MPO Policy Board

A Policy Board oversees the process of the BMPO and is comprised of three (3) members of the Bend City Council, one (1) member of the Deschutes County Commission, and the ODOT Region 4 Area Manager. The intergovernmental agreement specifies that no decisions shall be made by the BMPO Policy Board without representation from all parties. As future major transportation providers form, such as a Transit District, a representative would then be added to the Policy Board.

### Bend MPO Technical Advisory Committee (TAC)

The TAC conducts the technical components of the Bend MPO transportation system planning and makes recommendations to the Policy Board. This committee includes staff-level participation from the following local governments and transportation-related entities: City of Bend, Cascades East Transit, Bend Park and Recreation District, Bend-La Pine Schools, Deschutes County, Deschutes County Bike and Pedestrian Advisory Committee, and ODOT. Additionally, staff representatives of OSU Cascades and Central Oregon Community College serve on the TAC, as well as two public representatives. Other state and federal representatives also serve as non-voting members. Each jurisdiction with membership on the TAC appoints its representatives, and the TAC may appoint subcommittees as needed.

### Ad Hoc Committees

The Bend MPO may form advisory committees and steering committees for specific projects and purposes, including non-MPO projects. Public advisory committees formed for certain projects also serve as a public sounding board. Recent examples include two ad hoc committees that were formed for the joint update of the Bend Transportation System Plan (TSP) and the 2019-2040 BMPO Metropolitan Transportation Plan (MTP). A large public advisory committee (the Citywide Transportation Advisory Committee or “CTAC”) was formed to engage the community in the development of both plans, and to provide recommendations to the TSP/MTP Steering Committee. The Steering Committee included all members of the Bend City Council, the BMPO Policy Board and a member of the City Planning Commission. The MPO Board has also recently served as the steering committee for select ODOT projects.

## Public Outreach and Engagement Methods

This section describes various actions the Bend MPO currently uses, is pursuing, or can use in the future to encourage public participation.

### Audience

The intent of the actions listed in this section is to provide participation opportunities to, and seek the attention and engagement of, potentially affected and/or interested

individuals and neighbors (including historically underserved populations<sup>4</sup>), businesses, organizations, and agencies. Please refer to Appendix B for a list of federally defined “interested parties” applicable to the Bend MPO area.

## Approaches and Strategies

The following describes the over-arching, public outreach and involvement approaches the Bend MPO expects to follow, or currently follows.

### Relationship Building

Relationship building, most notably with historically underserved populations, is vital in establishing trust and familiarity between government and the public. In an effort to build relationships with harder to reach segments of the Bend community, and as part of this plan update, informal meetings were held with a number of organizations that serve such populations. The purpose is to allow MPO staff to learn about the work that each group does, where transportation ties may exist, and to seek input on how to best reach out and provide opportunities for involvement in MPO matters to their organization and those they serve or represent. Additional efforts would also include staff continuing to attend in-person and online events targeted to specific populations, seeking to bridge relationship gaps that exist between governments and the communities they serve. It is expected that relationship building actions will be ongoing and may be made more successful with Partnering (see below).

### Partnering

The Bend MPO is one of only a handful of single-city MPOs in the nation and has recently experienced success with a joint city/MPO public outreach partnership effort for the City’s Transportation System Plan (TSP) update and the MPO’s Metropolitan Transportation Plan (MTP) update. As a smaller MPO, BMPO has few staff and resources available to have conducted such robust outreach efforts on its own. The BMPO intends to continue to seek public participation partnership opportunities with the City for future transportation plan update efforts, in addition to exploring the possibility of public outreach partnership opportunities with other agencies within the MPO area. The MPO will also continue to recognize public participation work obtained through local transportation planning processes of other agencies.

### Expanding Access: In-Person *and* Online Events

Beginning in April 2020, all BMPO public events that normally occurred in-person, such as monthly committee and board meetings, were quickly changed to an online platform as a result of the COVID-19 pandemic. By mid-to-late 2021, it is expected that in-person events may again resume. However, as “in-person, only” events can be a barrier to participation for many people, BMPO plans to provide both online *and* in-person options for future public meetings and other events when determined safe to do so. All online

<sup>4</sup> Examples of historically underserved populations in transportation include low-income, minority, senior, children, and those with disabilities.

meetings would continue to be conducted on platforms that offer the latest in accessibility options, including providing accommodations and alternative formats with advance notice to MPO staff.

### Going to Where the People Are

The BMPO recognizes that there is a need for public agencies to include efforts of going out into the community to seek input, rather than continuing the standard expectation that they come to us. Allowing for this shift in public outreach approach helps to provide participation opportunities to individuals that may not normally attend public meetings or online events. The BMPO will continue to explore opportunities to use this type of approach.

## Tools and Means

This section includes actions that are currently taken, or may be taken, to implement the approaches and strategies described above.

### Committee and Board Meetings

Oregon Public Meetings Law requires that all meetings of governing bodies be noticed in advance, be open to the public, held in an accessible location, and the minutes be published. Efforts are made to schedule meetings of the two standing committees (Technical Advisory Committee and Policy Board) and any ad hoc committees at convenient times and locations (currently online) as determined in consultation with members. Meeting agendas are emailed to interested-parties lists, and to Title VI/Environmental Justice-related contacts depending on their expressed interests. Meeting materials and online meeting instructions (or physical location) are posted on the website. YouTube links to video recordings of prior meetings are contained in the meeting agenda packets available in the Meeting Materials section of the BMPO website.

### Website

The BMPO website, [www.bendmpo.org](http://www.bendmpo.org), is the organization's principal means of communicating its work to the public.

- All meeting schedules, materials, locations/online meeting instructions are posted.
- Reports, studies, visualized data, and publications, including the MTP, MTIP, annual work plan, Public Participation Plan, and Title VI Plan are made available.
- Each major work task and major MPO-area project has a dedicated webpage that includes descriptions, staff contacts, and the option to sign up for email notifications.
- Links to YouTube video recordings of past committee and board meetings are contained in the meeting agenda packets available in the Meeting Materials section of the BMPO website.

- The MPOs project selection process uses the website to conduct the review of applications by the BMPO TAC, Policy Board, and the public.
- Interested parties are able to subscribe to updates to BMPO events on the website calendar.

Staff continues to expand the utility of the website, including recent changes to make the BMPO webpages more accessible and visible within the City of Bend website.

#### Notice to Interested Parties, Email Lists

Bend MPO staff keep updated email lists for contact with various “interested parties”. These include persons and organizations that have expressed interest in keeping apprised of MPO activities and those that fall under the federal “interested parties” definition. Also included is a Title VI / Environmental Justice (EJ) email list, which is comprised of those representing historically underserved populations, either through organizations they serve or as public. The EJ list is made up of individuals that MPO staff have met with to ensure a better understanding of how they would like to be involved or kept apprised of. Updates to email lists are ongoing, and MPO notifications are provided to the various email lists depending on the interests specified.

#### Social Media Platforms

**Facebook:** The Bend MPO regularly maintains a Facebook (FB) page where a variety of transportation-related items of interest are posted and available to the public. This includes Bend-area transportation news items, project and plan updates, links to MPO live meetings and recordings, in addition to data graphics and safety information. BMPO staff continue to expand the use of the Facebook page and may pursue future staff training in social media skills such as micro-targeted outreach.

**YouTube:** Bend MPO staff record and post Policy Board and TAC meetings to YouTube. Links to meeting recordings are contained in meeting agenda packets available on the MPO website.

#### City of Bend Website: News Feed and Calendar

Used in a more formal manner than the MPO’s Facebook page, Bend MPO staff utilize the City of Bend website news feed for posting MPO-related news items, public notices, and solicitation for participation. The city’s website news feed receives more activity than the MPO’s website, and is therefore an appreciated resource available to the Bend MPO. Additionally, Bend MPO public meetings are posted to the city’s website calendar.

#### External Advisory Committees

Existing, local advisory groups are used as an outreach resource by MPO staff to provide updates to, and solicit input from, for BMPO objectives and news.

#### Fact Sheets

Fact sheets are typically single topic communication pieces that address a subject in depth for deeper public understanding. They can be used at an open house/public

meeting or online to provide participants with background for discussion and comment, or for more general information. BMPO recently created an English/Spanish fact sheet (see Appendix A) that has been used at Latino community events to describe what the BMPO is, and to invoke discussion on if or how they may want to be involved.

### Surveys / Questionnaires / Comment Forms

Short, simple questionnaires can elicit a better understanding of public attitudes on a variety of subjects. They should be designed to include specific questions with answer selections and open-end questions that encourage respondents to describe their concerns. Bend MPO most recently used surveys during the joint city/MPO public outreach effort for the 2040 Metropolitan Transportation Plan (MTP) and Transportation System Plan (TSP) updates.

### Newsletters

Newsletters can be used, most notably by seeking to time publications to important events and opportunities for the public to participate in or comment on a pending action. Copies may be distributed to public locations, sent to email lists, distributed at meetings, and made available on the website. Due to staff capacity, the BMPO does not currently produce a newsletter.

### Tabling and Pop-Up Events

Tools related to ‘going to where the people are’ approach, tabling and pop-up events for public outreach and involvement both involve going into the community to provide information and solicit feedback on a specific topic. Tabling simply refers to setting up a table at an event, while a pop-up is independent of an event – such as setting up in front of a grocery store or laundromat on any given evening. The BMPO has participated in both tabling and pop-up events, and will continue to do so for specific efforts when possible.

### Open House Events (Online and In-Person)

These informal sessions use visualization techniques to foster discussion and elicit comment from all segments of the community including agency staff, public and elected officials. An open house event, both online and in-person versions, are most applicable in conjunction with larger planning efforts, as well as major planning studies, and are most successful when widely advertised. The BMPO expects to continue to utilize open house formats for major planning efforts, such as updates to the MTP.

### Press Releases

Project milestones and key opportunities for public input may be described in press releases sent to all news media in the region (print, radio and television). Press contacts are included in the BMPOs “interested parties” email lists, and formal press releases are used for major planning items.

### Display and Direct Mail Advertising

Solicitation for participation at key events can be promoted in print ads in various publications targeting general and specific populations. This includes newspaper legal notices. USPS Direct Mail may also be used for the same purpose.

### Visualization Techniques

As much as possible, the Bend MPO uses maps, charts, photographs and interactive tools to engage its committees/board and the public. Visual cues may tell the story more quickly than paragraphs of information, and can be used with written material to give the public a more thorough picture of an issue or topic. Visualization techniques should be incorporated into other tools listed in this section whenever possible.

### Public Comment Periods

Formal public comment periods are initiated for specific draft MPO documents and major changes to plans or programs. Comment periods related to plan and program adoption, as well as major amendments to adopted plans and programs are to be a minimum of 21-days, with a 45-day review period for the Public Participation Plan. All comments received are retained in the project record and provided to the relevant MPO committee and/or board. Announcement and advertisement of public comment periods, including public hearings, are done via email lists, website posts, MPO and City online news feed, legal ads (*re: public hearings*), and at MPO and external committee meetings.

### Public Hearings

The Policy Board utilizes a public hearing process for the adoption of the MPOs annual work program (Unified Planning Work Program, or UPWP) which includes approval of the upcoming fiscal year budget. Public hearings are advertised at least 21-days in advance (*see Public Comment Periods, above*).

### Spanish Language Information

The Spanish-speaking population is the region's largest minority. According to 2019 American Community Survey data approximately 1.8% of the Bend MPO's population has been identified as having limited English proficiency (LEP). In order to assure that LEP populations are provided access to MPO activities, staff will continue to provide Spanish language translation for specific print and digital documents, for printed information used at events that Spanish-speakers are likely to attend, and upon request for additional items and other events.

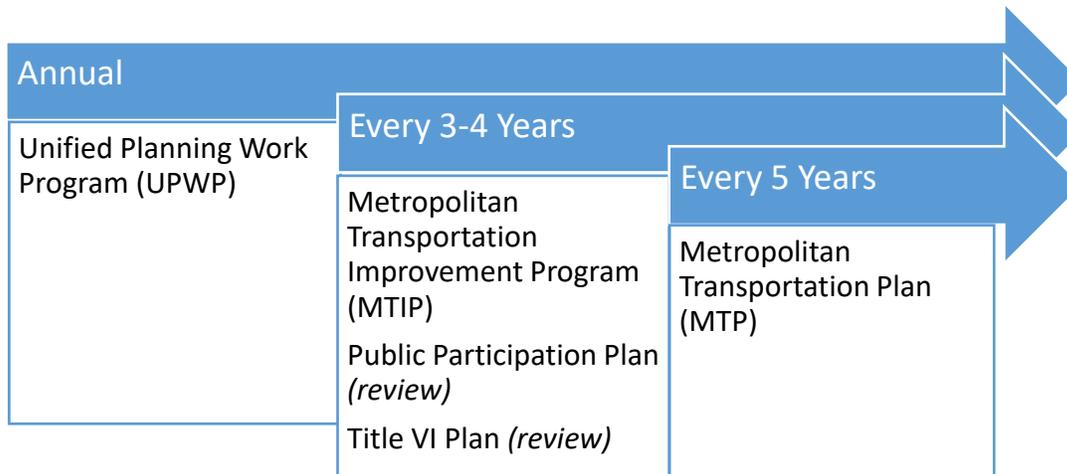
### Accessible Materials

All notices, publications, agendas, etc. from BMPO will contain an accessibility notice. The accessibility requirements are required by Title II of the Americans' with Disabilities Act of 1990 (as amended). The purpose of the requirements is to inform individuals with disabilities how/when they may request the use of an auxiliary aid or service needed to ensure effective communication.

# Procedures for BMPO Plans and Programs

Bend MPO may use a variety of methods to inform and engage interested parties during planning and programming processes. The type of medium used depends on resources available and the activity that is taking place. The following outlines public outreach procedures and tools to be used for the specific MPO tasks, with the expectation that additional tools or a variation thereof may be used when determined appropriate.

FIGURE 2: Timeline of MPO Plan and Program Updates



As shown in Tables 1-6 of this section, “Action” includes the following:

- *Development*: Tasks associated with developing a plan or program which are initiated by staff.
- *Adoption*: A formal process whereby the MPO Policy Board takes action to approve and adopt a plan or program.
- *Amendment*: A change to an existing plan or program significant enough to warrant Policy Board review and approval (as opposed to a minor “administrative” amendment).

## Unified Planning Work Program (UPWP)

Produced annually, the UPWP lists all planning tasks and other work tasks the MPO will undertake during the fiscal year, including a budget.

Table 1: UPWP/Budget Procedures

Action	Formal Public Comment Period	Processes / Tools
UPWP Development	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording
Annual Budget Development	N/A	Establish Budget Committee (incl. 5 public members); legal notice posted 8-12 days prior to public meeting per ORS 294.915
UPWP Adoption	21-day	Review/comment at public hearing; notification via email lists, website, news feed, FB; online meeting recording
Annual Budget Adoption	N/A	Follow state budget law for hearing on Budget adoption; legal notice posted 8-14 days prior per ORS 294.920
UPWP or Budget Amendment <sup>5</sup>	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording

Public comments received outside of public meetings are provided to TAC and/or Policy Board. Those received during the plan adoption public comment period are documented in the appendices of the final document.

### Metropolitan Transportation Improvement Program (MTIP)

The MTIP provides a listing of near-term, funded projects programmed over a 4-year period. The MTIP is updated every three years.

Table 3: MTIP Procedures

Action	Formal Public Comment Period	Processes / Tools
MTIP Development	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording
MTIP Adoption	21-day	Review/comment at public meetings; notification via email lists, website, news feed, FB; online meeting recording
MTIP Full Amendment	21-day	Review/comment at public meetings; notification via news feed, email lists and website; online meeting recording

Public comments received outside of public meetings are provided to TAC and/or Policy Board. Those received during the plan adoption public comment period are recorded in the appendices of the final document or MTIP amendment change log posted online at [www.bendoregon.gov/mtip](http://www.bendoregon.gov/mtip).

### Public Participation Plan

To be reviewed every three years for a potential update, the Public Participation Plan describes the MPO's strategies and techniques to inform and engage the public in transportation planning issues.

<sup>5</sup> Complete amendment process outlined in the UPWP document.

Table 4: Public Participation Plan Procedures

Action	Public Comment Period	Processes / Tools
Plan Development	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording; external advisory committees
Plan Adoption	45-day	Review/comment at public meetings; notification via email lists, website, news feed, FB; online meeting recording
Plan Amendment	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording

Public comments received outside of public meetings are provided to TAC and/or Policy Board. Those received during the plan adoption public comment period are recorded in the appendices of the final document.

### Title VI Plan

To be reviewed every three years for a potential update, the Title VI Plan describes the MPO's commitment to non-discrimination and ensuring that its policies and programs will not negatively impact minority and low-income populations, in addition to other protected populations.

Table 5: Title VI Plan Procedures

Action	Public Comment Period	Processes / Tools
Plan Development	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording
Plan Adoption	21-day	Review/comment at public meetings; notification via email lists, website, news feed, FB; online meeting recording
Plan Amendment	N/A	Review/comment at public meetings; notification via email lists and website; online meeting recording

Public comments received outside of public meetings are provided to TAC and/or Policy Board. Those received during the plan adoption public comment period are recorded in the appendices of the final document.

### Metropolitan Transportation Plan (MTP)

Bend MPO is required to prepare a long-range (20-year) transportation plan every five years. The plan must address: transportation facilities, environmental mitigation activities, a financial plan, operational and management strategies, capital investment and other strategies, and transportation and transit enhancement activities.

Table 6: MTP Procedures

Action	Public Comment Period	Processes / Tools
MTP Development	N/A	Consultation with interested parties; partnering w/ city transportation plan (TSP) update; review/comment at public meetings; notification via email lists and website; online meeting recording; in-person/online open house, surveys, external committees, tabling
MTP Adoption	21-day	Review/comment at public hearing; notification via email lists, website, news feed, FB; online meeting recording
MTP Amendment	21-day	Review/comment at public meetings; notification via email lists and website; online meeting recording

Public comments received outside of public meetings are provided to TAC and/or Policy Board. Those received during the plan adoption public comment period are recorded in the appendices of the final document.

### Other Projects, Plans, or Studies

The BMPO undertakes other planning-related efforts outside of the key work products listed previously. The BMPO will apply similar public participation processes and tools to those identified for key work items, in addition to following requirements that may be stipulated by that project's funding program or source. The table below identifies other plans/projects that the MPO has recently developed, oversees, or produces.

Table 7: Other Plan/Project Procedures (Current List)

Plan/Project	Public Comment Period	Processes / Tools
Discretionary Funds Application Process	N/A	Review/comment at public meetings; notification via email lists, website, news feed, FB, press release; online meeting recording
Bend Transportation Safety Action Plan	N/A	Review/comment at public meetings; notification via email lists, website, news feed, FB
Required Annual Reports	N/A	Review/comment at public meetings; notification via email lists, website, news feed

Public comments received outside of public meetings are provided to TAC and/or Policy Board.

### Update Evaluation of the Public Participation Plan

The Bend MPO will review the Public Participation Plan every three years for an assessment of what may or may not be working and if changes are needed, which would necessitate a plan update. This would include level and quality of participation, and questioning the public, organizations, and interested parties on the best ways to provide opportunities to be involved. Updates to this plan will also consider new and better methods of improving the quality of public participation, learning from examples of other public agencies, and attending trainings.

APPENDIX A: Bend MPO Fact Sheet (English/Spanish)

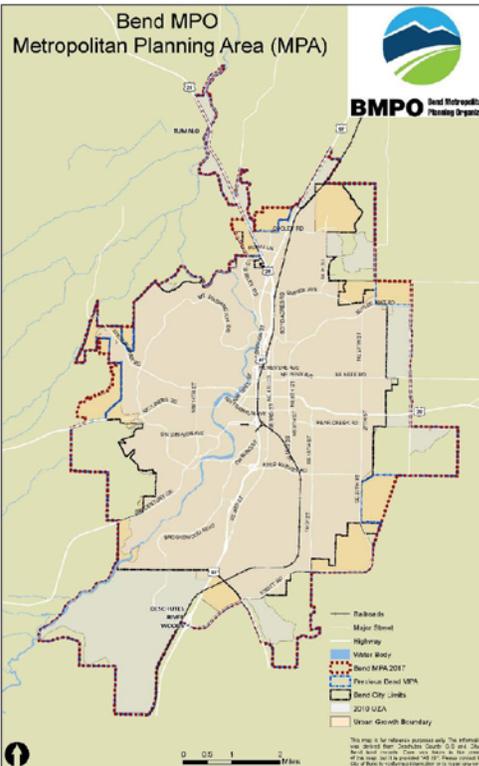
### What is the Bend Metropolitan Planning Organization (BMPO)?

-  A federally designated metropolitan transportation planning organization (an urban area with 50,000+ population).
-  Coordinates transportation planning efforts among the city, county, state and transit operators for the entire "urbanized" area.
-  Receives and distributes federal funding for various transportation projects.
-  Develops - and participates in development of - plans and programs that consider transportation needs for cars, bikes, buses, pedestrians, and freight.
-  Knowing the transportation issues and needs for **all people** is important to the BMPO.









Bend MPO Metropolitan Planning Area (MPA)

**BMPO** Bend Metropolitan Planning Organization

This map is for reference purposes only. The information was derived from: "Geographic Data" U.S. and City of Bend, Oregon; "City Limits" U.S. and City of Bend, Oregon; "2010 Census" U.S. Census Bureau; "2010 U.S.A." U.S. Census Bureau; "2010 U.S.A." U.S. Census Bureau; "Urban Growth Boundary" U.S. Census Bureau.

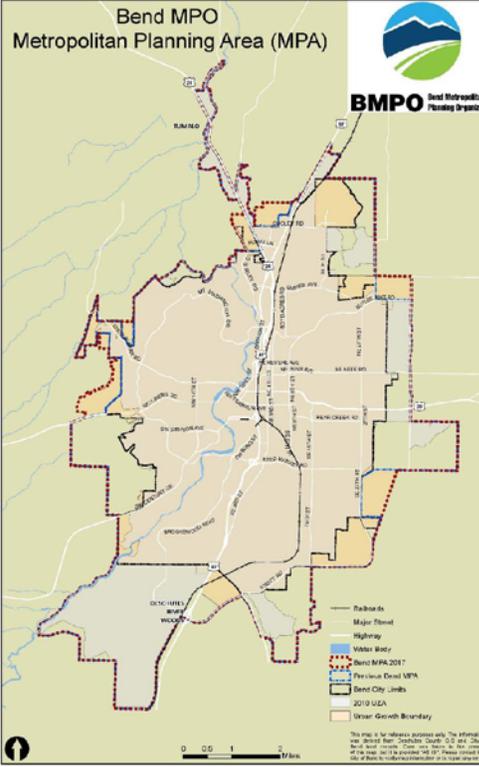
### ¿Qué es la organización de planificación metropolitana de Bend (BMPO)?

-  Somos una organización de planificación de transporte designada a nivel federal (un área urbana con mas de 50,000 habitantes).
-  Coordinamos la planificación de transporte entre la ciudad, el condado, el estado y los operadores de tránsito para el área urbana.
-  Recibimos y distribuimos los fondos federales para proyectos de transporte.
-  Desarrollamos y participamos en el desarrollo de las planificaciones y los programas que consideran las necesidades de transporte de vehículos, bicicletas, autobuses, peatones, y ferrocarriles de carga.
-  Saber las necesidades de transporte de **todas** las personas es importante para el BMPO.









Bend MPO Metropolitan Planning Area (MPA)

**BMPO** Bend Metropolitan Planning Organization

This map is for reference purposes only. The information was derived from: "Geographic Data" U.S. and City of Bend, Oregon; "City Limits" U.S. and City of Bend, Oregon; "2010 Census" U.S. Census Bureau; "2010 U.S.A." U.S. Census Bureau; "Urban Growth Boundary" U.S. Census Bureau.

## APPENDIX B: Federally Defined “Interested Parties” Applicable to BMPO (Indicative List)

According to federal law, interested parties include:

- Citizens
  - Neighborhood Associations – City of Bend
  - General public
- Affected public agencies
  - City of Bend
  - Deschutes County
  - Bureau of Land Management – Prineville Office
  - Deschutes National Forest
  - Bend-LaPine School District
  - Bend Metro Parks and Recreation District
  - Oregon Department of Transportation (ODOT)
  - Department of Land Conservation and Development (DLCD)
  - Department of State Lands (DSL) (Section 11 property is adjacent to BMPO area)
  - Irrigation Districts/Bureau of Reclamation
  - Oregon Dept of Fish and Wildlife (ODFW) (fish/wildlife issues in/around MPO)
  - National Marine Fisheries Service (NMFS) (fish issues on Deschutes or Tumalo Creek)
  - State Historic Preservation Office (SHPO) (historical/archeological sites)
  - Federal Emergency Management Administration (FEMA) (floodplain issues)
  - Federal Highways Administration (FHWA)
  - Federal Transit Administration (FTA)
  - Oregon Dept. of Environmental Quality (ODEQ)
  - Natural Resource Conservation Service (NRCS) (soils issues)
  - Tribes (Confederated Tribes of Warm Springs, Klamath Tribe, Burns Paiute Tribe)
  - Central Oregon Intergovernmental Council
  - Cascades East Transit (CET)
  - Central Oregon Community College (COCC)
  - Oregon State University, Cascades Campus (OSU-Cascades)
- Organizations/representatives of public transportation employees
  - Bend/COIC Amalgamated Transit Union 757
- Freight shippers and providers of freight transportation services
  - Transtech Carriers
  - Cascade Transport
  - Fedex Freight West
  - United Parcel Service
  - Oregon Freight Advisory Committee
  - Freight Lanes International
  - Taurus Freight Inc.
- Private providers of transportation
  - Bend Cab Company and Shuttle Services
  - Coiled Cabs
  - Checker Cab
  - Taxis of Bend
  - EnviroShuttle
  - Destination Transportation

- Modus Transportation
- Shuttle Oregon
- Cascade Towncar
- Central Oregon Breeze
- Redmond Airport Shuttle
- Greyhound Bus Lines – Bend Office
- Uber
- Lyft
- Organizations/representatives of users of public transportation and users of pedestrian walkways/bicycle transportation facilities
  - Commute Options (Advisory Committee and Board)
  - CET Regional Public Transit Advisory Committee
  - Deschutes County Bicycle and Pedestrian Advisory Committee
  - Central Oregon Landwatch
- Organizations/representatives of people with disabilities
  - Abilitree
  - Deschutes County Intellectual/Developmental Disabilities Advisory Committee
  - Central Oregon Disability Support Group
  - Full Access High Desert
  - Opportunity Foundation of Central Oregon
  - Bend Seniors and People with Physical Disabilities Services
  - Central Oregon Council on Aging
  - City of Bend Accessibility Advisory Committee
  - Central Oregon Coalition for Access
- Other interested parties (such as organizations representing minority, senior, and low income populations; organizations addressing environmental concerns, and organizations serving those experiencing homelessness)
  - Guardian Group
  - Latino Community Association
  - Central Oregon Black Leadership Assembly
  - NeighborImpact
  - Salvation Army
  - Central Oregon Council on Aging
  - Opportunity Foundation
  - Bethlehem Inn
  - REACH / Thrive Central Oregon
  - Central Oregon Peacekeepers
  - Helpers / Street Kitchen Collaboration
  - Homeless Leadership Coalition
  - United Way of Central Oregon
  - HousingWorks
  - Goodwill Industries
  - St. Vincent De Paul
  - Central Oregon Environmental Center




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**MEMO**

TO: BEND MPO POLICY BOARD

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: MAY 12, 2021

RE: SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDING SCHEDULE

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**Request**

None. This is an information-only item.

**Background**

The Bend MPO has recently received updated information about the actual vs estimated STBG funds allocated to the Bend MPO for years 2021-2024. Actual funding is approximately \$127,600 higher per year, for a net increase of \$510,400 – these have been referred to as *additional* STBG funds.

At the March and April Policy Board meetings, the Board had approved use of \$101,300 of these *additional* dollars for projects that had received partial or no funding from the 2020 STBG Project Application Process. Projects are listed, below:

- SE Brosterhous Road BNSF Pedestrian Undercrossing (\$64,200)
- NE 8th Street: Sidewalk/Crosswalk for Juniper Elementary/Pilot Butte MS (\$3,350)
- Relaunch Bikeshare in Bend (\$33,750)

At the April Policy Board meeting, staff also had presented the STBG splits approved in 2020 by the prior Policy Board. Staff sought direction from the current Board to apply (or not) splits to these *additional* STBG funds, but the Board requested to table this item to a later date. As such, an anticipated STBG funding schedule is presented, below.

**Anticipated STBG Funding Schedule, 2022**

April / May 2022 Policy Board Meetings:

- Determine how *additional* STBG funds will be allocated. (e.g.: Revisit prior 2020 Policy Board decision to split STBG funds 60% to City of Bend Streets Department and 15% to competitive application process.)

June / July 2022 TAC & Policy Board Meetings:

- Review STBG competitive application process for potential changes to criteria or process for 2025-2027 STBG dollars (including any amounts of *additional* 2021-2024 STBG funds rolled into the 2022 project solicitation).

September 1, 2022:

- STBG Competitive Application Project Submittal Opens (2025-2027 funds, including any amounts rolled in from 2021-2024 *additional* STBG funds).