

Unified Planning Work Program 2021-2022

Approved April 20, 2021

Amended November 19, 2021

Draft with Track Changes and amended tables.

12/1/2021 Bend Metropolitan Planning Organization Technical Advisory Committee recommended Policy Board approval of amendments as presented. Policy Board to review and consider amendments at the 12/14/21 regular meeting. Your comments are valued.



BMPO Bend Metropolitan
Planning Organization

The preparation of this report has been financed in part by funds from the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, and the Oregon Department of Transportation. BMPO staff and members of the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein. Please contact BMPO Staff at 541-693-2122 or 541-693-2113 for assistance with this document.

Resolution Number 2021-06
Bend Metropolitan Planning Organization (BMPO) Policy Board

For the Purpose of Amending the Fiscal Year 2021-2022
Unified Planning Work Program

WHEREAS, formal amendments to the BMPO Unified Planning Work Program (UPWP) are required when there is a 20 percent change in overall budget costs or new projects are added; and

WHEREAS, overall budget costs increased as provided by the supplemental budget from Resolutions 2021-05; and new project additions; and

WHEREAS, the BMPO engages the public through visitor comments at public meetings with scheduled BMPO committees, interested party email lists and website postings of changes; and

WHEREAS, the BMPO has developed a UPWP for fiscal year 2021-2022, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2021-2022.

NOW, THEREFORE, BE IT RESOLVED, that the Bend MPO Policy Board approves Amendment 1 to the UPWP for fiscal year 2021-2022.

Adopted by the Bend Metropolitan Planning Organization the 14th of December, 2021.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 14th of December, 2021.

Barb Campbell, Chair

Attest:

Tyler Deke, MPO Manager

Resolution Number 2021-02
Bend Metropolitan Planning Organization Policy Board

For the Purpose of Adopting the Fiscal Year 2021-2022 Unified Planning Work Program for the Bend Metropolitan Planning Organization

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 US Department of Transportation and the Oregon Department of Transportation (ODOT) have 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, the Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures; and

WHEREAS, the BMPO has developed a UPWP for fiscal year 2021-2022, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and

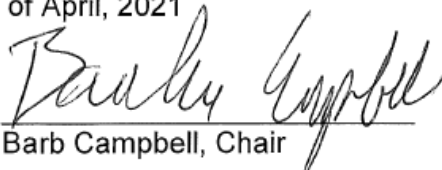
WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal years 2021-2022.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP for fiscal year 2021-2022.

Adopted by the Bend Metropolitan Planning Organization the 20th of April, 2021

Yes: 3 No: 0 Abstain: 0

Authenticated by the Chair this 20th of April, 2021


Barb Campbell, Chair

Attest:


Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

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, ODOT Region 4

Technical Advisory Committee

Karen Swirsky, City of Bend
Andrea Breault, Cascades East Transit (CET)
Peter Russell, Deschutes County
Rick Root, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
Henry Stroud, Bend Park and Recreation District
Rick Williams, ODOT Region 4
Joe Viola, Central Oregon Community College (COCC)
Casey Bergh, Oregon State University Cascades
Greg Bryant, Citizen
Liza Hamada, Citizen
Brian Potwin, Commute Options
Sharon Smith, Bend La Pine Schools
Scott Edelman, Oregon Department of Land Conservation and Development*
Rachael Tupica, Federal Highway Administration*
Jeremy Borrego, Federal Transit Administration*
*indicates non-voting members

BMPO Staff

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Bend Metropolitan Planning Organization Unified Planning Work Program FY2021-2022

Overview

The Unified Planning Work Program (UPWP) is a document that incorporates all transportation planning and supporting comprehensive planning activities in the Bend Metropolitan Area during the state fiscal year 2022¹ and serves to satisfy [23 Code of Federal Register \(CFR\) 450.308](#). It is intended to provide a framework for the coordination of transportation planning efforts by local, state, and regional agencies through the Bend Metropolitan Planning Organization (BMPO) Policy Board. The UPWP outlines four major work tasks and many specific work tasks and is the federally mandated and federally funded program required to be fulfilled by the BMPO. In addition, Appendix C describes significant planning, design and construction projects being undertaken by other agencies and jurisdictions in the BMPO study area.

Transportation is an important issue for people within our region and across the nation. There are significant concerns about increasing demands on the transportation system in an environment of limited funding for all types of transportation projects, rapidly changing technologies, the demand for improved transportation options, economic competitiveness, safety concerns, and the preservation of “quality of life”. In Central Oregon, rapid population growth, rapidly escalating housing costs and significant growth in the tourism industry continue to highlight the importance of coordinated transportation planning. In addition, work is underway locally and at the state level to address greenhouse gas emissions from the transportation sector.

To help address these issues, the MPO in conjunction with its local partners has undertaken and participated in many efforts to improve the safety and efficiency of all modes of transportation and better coordinate the transportation system with the land use system.

Purpose

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have established MPO policy guidelines with the purpose of 1) integrating modal planning at the metropolitan level; 2) achieving intermodal planning and coordination, and 3) relating these activities to local comprehensive planning.

Pursuant to the [Fixing America’s Surface Transportation \(FAST\) Act](#) guidelines and the code of federal regulations, the 2021-2022 UPWP for the Bend MPO is the document identifying all transportation and related planning activities that will be undertaken within the metropolitan area from July 1, 2021 to June 30, 2022. The work program was developed to serve these specific

¹ The State of Oregon fiscal year runs from July 1, 2021 to June 30, 2022 and is the business year for the UPWP. It is numbered according to its second half (e.g. the year beginning July 1, 2021 is numbered FY 2022). The federal fiscal year 2022 begins October 1, 2021 and runs through September 30, 2022.

objectives:

1. Define work activities to meet the needs of local, state, and federal agencies in accordance with applicable transportation requirements.
2. Identify funding sources and shortfalls for work to be completed.
3. Coordinate work activities and relationships (both internal and external).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

UPWP Development Process

The UPWP helps direct organizational activities by determining staff duties, ensuring those duties relate to the UPWP's goals, objectives and principal themes, and facilitating structured information sharing among staff. It is important to note that when defining roles and directing organizational activities, the UPWP is comprehensive; it is not just for senior management and not just for training.

The UPWP is developed annually to target programs and projects that are to be accomplished by Bend MPO staff. Those programs and projects are identified through local priorities, federal legislation and Planning Emphasis Areas such as:

- Federal legislation implementation strategies
- Performance based planning and programming
- Regional approach to transportation planning with public transportation, state and local agencies
- Access to essential services

Development of the UPWP is a coordinated process involving the member agencies of the Bend MPO and representatives from the MPO Technical Advisory Committee (TAC) and MPO Policy Board. Development of this work program was coordinated with FHWA, FTA, and ODOT, and approved by the MPO Policy Board.

The Policy Board approves the UPWP. The FHWA and FTA review and provide final approval of the UPWP.

The UPWP also serves to establish the annual budget. The UPWP describes work elements to be performed, indicating local agency work participation and sources of funding.

The UPWP is tied to the Bend MPO budget committee process for required budget law obligations. The Bend MPO Budget Committee met on March 2021 and approved the proposed budget listed as the "FY21-22 Proposed and Approved" of the line item detail in Table 13. A Legal notice of the Budget Committee meeting and public hearing at the proposed adoption process with the MPO Policy Board were advertised as specified in State Budget Law. The purpose of the Budget Committee meeting is to receive the budget message, allow for public comments and provide a recommendation to the MPO Policy Board for a budget scenario adoption. All meetings of the MPO committees are open to the public.

UPWP Amendment Process

This section describes the types of adjustments that require an amendment to the UPWP and which of these can be accomplished as administrative actions by staff versus formal action by the TAC and Policy Board.

Formal amendments to the UPWP require approval by the MPO Policy Board and are required when any of the following occur:

- A new planning study or project is identified.
- There is 20 percent change in total UPWP project costs. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout².

Administrative changes to the UPWP may occur for the following reasons:

- Changes to total UPWP project costs that do not exceed the thresholds for a formal amendment
- Revisions to the UPWP narrative, including objectives and products expected in the fiscal year
- Addition of carryover funds from the previous fiscal year once closeout has been completed to projects/programs that extend across multiple fiscal years

Administrative amendments will be reported to ODOT, FHWA, and FTA. The TAC and Policy Board will then receive notification at their next regularly scheduled meetings.

Amendments are posted on the MPO webpage at www.bendoregon.gov/mpobudget.

UPWP Public Notification Process

The Bend MPO engages the public through visitor comments at public meetings with scheduled BMPO committees. Additional notifications of the development of the UPWP will be included on the BMPO website, through email notification to stakeholder groups and interested parties, the media, and collaboration with ODOT, FHWA, and FTA. Bend MPO staff will review submitted comments and incorporate minor comments or changes to the UPWP. More significant comments will be reviewed with the Policy Board. Staff will contact the commenting entity and provide a summary of how major comments were considered and whether they were incorporated.

Organizational Structure

The BMPO was designated on December 18, 2002, by the Governor of Oregon. The primary function of an MPO is to conduct a *continuing, cooperative* and *comprehensive* transportation planning process that will result in plans and programs that consider all transportation modes and support metropolitan community development and goals.

The BMPO organizational structure has been designed so that it operates as an entity separate

² Closeout reports are produced after the conclusion of each fiscal year and are submitted to ODOT. They compare the actual revenues received during the fiscal year with the most recent revenue estimate.

from the participating jurisdictions so that no single entity dominates the organization's decision-making processes. A Policy Board has been established to oversee the process of the Bend MPO. The Policy Board is comprised of three members of the Bend City Council, one member of the Deschutes County Board of Commissioners, and a representative from ODOT Region 4. As future major transportation providers form, such as a Transit District, they will be added to the Policy Board. The MPO planning boundary is shown in Figure 12 near the end of the document.

Federal legislation for the MPO requires the following basic functions:

- Develop and maintain a Metropolitan Transportation Plan (MTP)
- Develop and maintain a Metropolitan Transportation Improvement Program (MTIP)
- Coordinate transportation decisions among local jurisdictions, state agencies, tribal governments, and area transit operators
- Develop an annual work program

The BMPO entered into an intergovernmental agreement (IGA) with the City of Bend establishing the City of Bend as the administrative and fiscal agent for the MPO. The agreement was renewed and extended indefinitely in July 2013. The following committees and organizations provide input and guidance to the MPO:

BMPO Technical Advisory Committee (TAC)

The TAC is primarily comprised of technical staff from the public works and planning departments of local and state agencies. The TAC also includes two citizen members and members from Central Oregon Community College, Oregon State University-Cascades, Commute Options, FHWA, Cascades East Transit (CET), Bend La Pine Schools and FTA. The TAC advises the Policy Board on technical transportation issues and reviews the transportation documents produced by MPO staff. The TAC typically meets about eight times per year. For special projects, additional members may be added to the TAC to represent specific issues or areas (e.g. emergency response).

MPO Policy Board

The Policy Board is composed of officials from the City of Bend, Deschutes County and ODOT. The Policy Board considers recommendations from the TAC and makes final decisions on all BMPO matters. The Policy Board generally meets on a monthly basis. The membership of the BMPO Policy Board is determined by each jurisdiction.

Table 1: Status of Bend MPO Documents

Plan Name	Last Update	Plan Cycle	Date Completed or Adopted
Annual Listing of Obligated Projects Report	Federal Fiscal Year (FFY) 2019-2020	Annual Update, due within 90 days of Federal Fiscal Year end	12/30/20

Unified Planning Work Program (UPWP)	2019-20 UPWP	Annual, July 1 - June 30	April each year
Plan Name	Last Update	Plan Cycle	Date Completed or Adopted
Public Participation Plan	June 2009 with minor amendments in 2013	Review for update every 3 – 4 years	Update Expected: Spring 2021
Title VI Plan	Updated plan adopted in October 2019 and 2019-20 annual accomplishments report submitted in September 2020	Review for update every 3-4 years. Update mapping annually and annual report submitted early fall.	October 2019
Metropolitan Transportation Plan (MTP)	Adopted September 2019	Update every 5 years	Amendment: Expected spring 2021
Metropolitan Transportation Improvement Program (MTIP)	2021-2024 MTIP in Spring 2020	Update every 2 years	Spring 2020

Figure 1 Bend MPO Timeline of Major Tasks

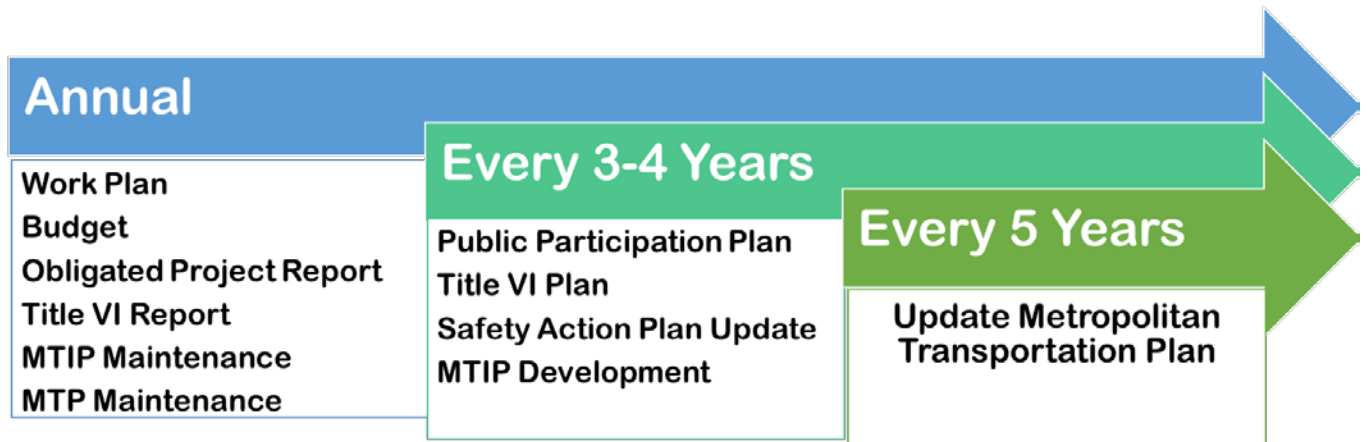


Table 2: Performance Measure (PM) Reporting Status

Measure	ODOT or CET Action	MPO Initial Adoption Date	MPO Plan or Program with PMs	Target Date for Review
Roadway Safety	ODOT adopted 10/14/16	October 2018	Transportation Safety Action Plan, 2021-2024 MTIP, 2040 MTP	2022
Pavement and Bridge Condition	ODOT adoption 5/20/18	October 2018	2021-2024 MTIP, 2040 MTP	2022
System Performance	ODOT adoption 5/20/18	October 2018	2021-2024 MTIP, 2040 MTP	2022
Transit State of Good Repair	ODOT adoption 1/1/17. CET is included in the Tier II Transit Asset Management Group Plan developed in October 2018 by ODOT.	April 2020	2021-2024 MTIP, 2040 MTP	2023
Transit Safety	CET safety plan approved February 2020	April 2020	2021-2024 MTIP, MTP	2023

Table 3: Bend MPO Major Transportation Activities for Fiscal Year 2021-22

Task	Deliverables	Coordinating Partners	MPO Action and Dates
Mobility Hubs Study	Study identifying locations, types, and costs for mobility hubs for the Bend fixed route transit system	<ul style="list-style-type: none"> • CET • City of Bend • ODOT 	Completion date to be determined
US97/Baker Rd IAMP	Interchange Area Management Plan for the US97/Baker Rd interchange	<ul style="list-style-type: none"> • City of Bend • Deschutes Co • ODOT • Bend Parks 	Completion date to be determined
Metropolitan Transportation Plan (MTP)	Prioritized plan for implementing identified actions in MTP	<ul style="list-style-type: none"> • MPO TAC members • FHWA • FTA • ODOT 	Prioritized plan for implementing identified actions in MTP in FY21-22
2021-2024 Metropolitan Transportation Improvement	<ol style="list-style-type: none"> 1. Maintain 2021-24 MTIP 2. Process amendments as specified in MTIP adopted process. 	<ul style="list-style-type: none"> • Same entities as listed above 	Ongoing work throughout FY21-22

Program (MTIP)			
2024-2027 MTIP	Track and participate in 2024-2027 STIP development process, and initiate development of 2024-27 MTIP	<ul style="list-style-type: none"> • FHWA • FTA • ODOT 	Coordinate with partner agencies in throughout FY21-22
Regional Transportation Strategies	Participate in Central Oregon Area Commission on Transportation (COACT) and work to develop regional and corridor improvement strategies. These strategies may impact the BMPO plan.	<ul style="list-style-type: none"> • ODOT • Cities and Counties • COACT 	Quarterly meetings
Data Development	<ol style="list-style-type: none"> 1. Coordinate with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO (Project SPR 813) 2. Coordinate multi-modal count program with City of Bend staff to assess current trends 3. Develop annual reporting for safety and multimodal counts 4. Provide public access to available data 5. Coordinate with ODOT as it considers data warehouse concepts 6. Coordinate with ODOT as it begins use of the MS2 and RITIS data management platforms 	<ul style="list-style-type: none"> • ODOT Region 4 and ODOT Research • City of Bend • Deschutes County • Bend Park and Recreation District • Cascades East Transit 	Enhance annual reporting of data in Bend MPO
Annual Obligated Funding Report	<ol style="list-style-type: none"> 1. Develop 2021 Annual Obligated Project Report 2. Comply with federal guidelines for reporting 	<ul style="list-style-type: none"> • Same entities as listed in MTP task 	Produce report by 12/31/21
Oregon Modeling Steering Committee (OMSC)	Serve as small MPO representative on the Executive Committee. Also participate on the Policy Committee, Modeling Program Coordination subcommittee, Household Survey subcommittee, Technical Tools subcommittee, and the Emerging Technologies workgroup.	<ul style="list-style-type: none"> • ODOT • Other MPO's 	Ongoing participation
Strategic Plan	Work with the TAC and Policy Board to develop a 3-5 year strategic plan for the MPO. The plan will be used to guide future MPO work programs.	<ul style="list-style-type: none"> • FHWA • FTA • ODOT • City of Bend 	Produce report by summer 2021

		<ul style="list-style-type: none"> • Deschutes County 	
Transit Planning	Assist CET with analysis of Bend Dial a Ride Boundary	<ul style="list-style-type: none"> • CET • City of Bend 	Technical assistance in FY22
Travel model	<ol style="list-style-type: none"> 1. Develop new 2019 model scenario 2. Develop scope and schedule for transitioning from a 4-step model to an activity based model 	<ul style="list-style-type: none"> • City of Bend • Deschutes Co • CET • ODOT 	Ongoing participation

MPO Activity Reductions or Deferrals

Over the past decade, federal funding (PL and 5303) to the MPO has fluctuated, including funding decreases in some years. Even in years of increased funding, the funding needed for the BMPO work program has exceeded available funding. To account for this discrepancy, the Policy Board has authorized use of some Surface Transportation Block Grant (STBG) funds to maintain the MPO budget and are included in the 2021-2024 MTIP. These STBG funds support increased staffing, and to support specific planning projects. The Bend MPO is the only non-TMA in Oregon that uses some of its STBG funding to support planning projects. These funds have been used for the MTP update, the US97 Bend Parkway Facility Plan, the Deschutes County ITS Plan update, the Transportation Safety Action Plan and for MPO staffing. To account for these funding fluctuations and increasing workloads, some work items have been delayed or altered to ensure resources are available to complete priority projects. Impacted items include:

- Reduced MPO public outreach materials such as newsletters
- Data analysis for various local projects deferred to local agency staff

If additional funding were available, the MPO would participate in and potentially provide funding for the following activities:

- Expanded and enhanced public engagement options for on-going and specific MPO work items
- Accelerate work on expected work items identified in the MTP and US97 Parkway Study
- Providing additional support for current and upcoming planning and analysis projects underway within the MPO area
- GIS transportation network development and enhancement (joint effort with City of Bend)

ODOT Funding Support to the BMPO

Funding from FHWA, FTA, and ODOT supports the BMPO planning program. FHWA allocates Metropolitan Planning funds through ODOT to the BMPO by formula that consists of 89.73% federal funds and 10.27% local match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds. Additional BMPO support comes from FTA 5303 planning funds and BMPO member in-kind support. Additional future support for BMPO planning projects could come from state or federal grant programs (e.g. ODOT Transportation Safety Division, Transportation and Growth Management Program).

BMPO staff will continue to work with the ODOT Transportation Planning Analysis Unit (TPAU)

through the annual UPWP process to assess travel model needs for the upcoming fiscal year and beyond. Additionally, the BMPO will be seeking on-call consultant support services for travel modeling support. The intention of such an agreement is to reduce work demands on MPO and TPAU staff. These agreements may need to be processed through ODOT as our funding agreement limits internal procurement of most planning services that use the FHWA, FTA and ODOT Funds

Actual ODOT funding commitments are finalized through specific IGAs. BMPO and their subcontractors will carry out the tasks described in this UPWP.

BMPO Work Summary for Fiscal Year 2020-21

Listed below are some of the tasks completed or started by the Bend MPO in FY2020-21. Also listed are some projects that included significant MPO involvement.

Tasks Completed

- Annual Listing of Obligated Funds report
- 2021-24 MTIP maintenance
- 2040 MTP amendment
- Title VI annual report
- Created STBG funding distribution process
- Distribution of 2020-2024 STBG funding
- Created grant application and external letters of support processes
- CET Transit Master Plan (CET led effort, MPO was a funding partner)
- City of Bend TSP update (City TSP and MPO MTP updates used a single consultant team and a combined public process, MPO was a funding partner)
- Coordination with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO

Additional Tasks Underway

- Bend Transportation Safety Action Plan Implementation
- US97 Bend Parkway Facility Plan (ODOT led process, MPO is a funding partner, process is using BMPO TAC and Policy Board)
- Coordination with City of Bend staff on implementation of a multi-modal count program
- Public Participation Plan update
- Coordination with ODOT to consider data warehousing options (ODOT led project)
- Serve as the small MPO representative on the Executive Committee of the Oregon Modeling Steering Committee, and serving on the Policy Committee, Technical Tools Subcommittee, Modeling Program Coordination Subcommittee, Travel Survey Subcommittee, and Emerging Technologies work group
- MPO representation on various transportation-related committees/groups
- Transportation data reporting through COVID-19
- Transportation modeling support: land use development, plans and projects
- US97 North Interchange analysis (project started spring 2020)
- US97/Baker Road Interchange Area Management Plan (project started December 2020)

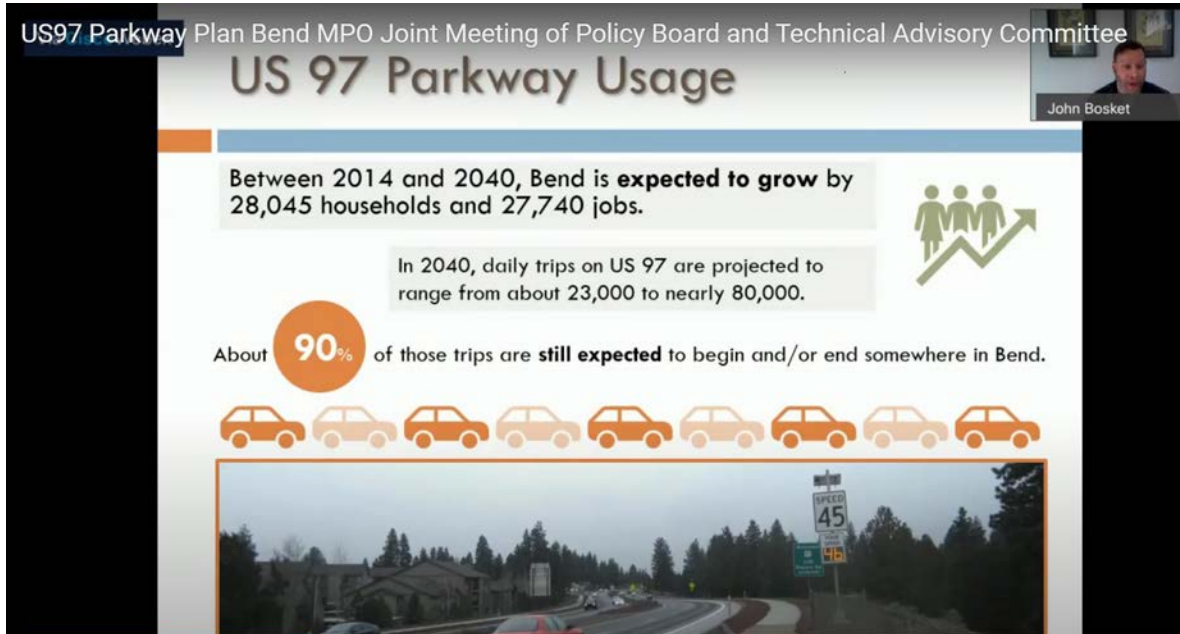


Figure 2 Bend MPO Parkway Plan

US97 Bend Parkway Facility Plan (ODOT led process, MPO is a funding partner, process is using BMPO TAC and Policy Board). To view the project details, visit the project webpage at <https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/plans-and-programs/parkway-plan>.

TASK 1: BMPO Development and Program Management

Table 4: Task 1 Funding Resources

Task One	
FHWA PL Funding	\$ 126,500
FTA 5303	12,900
State Match for FHWA PL	14,500
In-Kind Local Match	1,500
Beginning Working Capital ¹	100,000
Loan from General Fund ²	100,000
Total Task 1	\$ 355,400
Percent of Total Budget ³	44.4%

¹ Beginning Working Capital from City loan received on June 30, 2021.

² Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred and a year-end loan from the City of Bend is anticipated on June 30, 2022 to cover charges in advance of grant reimbursement.

³ The Task 1 budget also includes administrative costs (financial administration, general administration, facility management, computer information systems support and legal support), direct material and services (supplies, travel, printing), and paid leave (holidays, vacation and sick leave).

Description: Task 1 involves the coordination of all MPO activities necessary for daily operations, including program administration; coordination of the BMPO committees; public involvement efforts; financial management; the Oregon Metropolitan Planning Organization Consortium (OMPOC) annual meeting in Bend; development of the annual work program and budget; and participation in quarterly meetings of MPO, ODOT, and FHWA staff.

Subtask A. Administrative tasks

Administrative tasks associated with the BMPO include the coordination and logistics for meetings of the Policy Board and Technical Advisory Committee. Meeting support activities include items such as: agenda packet preparation and distribution, public notification, and preparation of meeting minutes. Additionally, it is anticipated that special meetings or longer meetings of both committees will be required as work continues with the US97/Baker IAMP, TSAP implementation project and the Bend Mobility Hubs Study. Other administrative activities include the maintenance of the MPO website and Facebook page; records management; development and maintenance of intergovernmental agreements; fiscal management (including invoicing and the annual audit); solicitation of proposals for contractual services; and development and administration of contracts.

In addition, the BMPO may seek additional funding for specific studies or technical assistance to complete MPO related tasks. Most of the administrative activities are ongoing and continue each year. This subtask also includes training and professional development. MPO staff develop a professional training plan each year. The extent of that plan varies significantly each year depending on funding and training or conferences available within the region.

This subtask also includes time to track state and federal legislation and regulations. Staff

review state and federal legislation and regulations and provide feedback on potential impacts to the MPO area.

In FY2019-20, staff developed a SharePoint site for MPO files and records. The site will eventually replace the existing internal server-based storage system. Work on the SharePoint site will continue in FY2021-22.

The MPO must also have a tribal consultation process. ODOT recently developed consultation processes with most of the tribal governments in Oregon. MPO staff tracked those efforts and contacted ODOT and FHWA to understand the consultation requirements. In FY2021-22, staff will contact and develop consultation agreements with applicable tribal governments.

Previous Work Completed:

- Most of the administrative activities are ongoing and continue each year

Deliverables:

- Scheduled committee meetings including agenda packets and meeting minutes
- Financial tracking including invoices to ODOT and other funding organizations
- Maintained intergovernmental agreements and executed contracts
- Annual audit and financial report
- Maintain website (www.bendmpo.org) and Facebook site (www.facebook.com/BendMetroPlanning), including creation of web pages for new projects and programs
- Ongoing development of SharePoint site
- Tribal consultation agreements
- Maintained email lists, organized files, and completed information requests
- Staff training and professional development

Timeframe: Ongoing: July 2021 - June 2022

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT, Cascades East Transit, City of Bend, and Deschutes County

Subtask B. UPWP and Budget Development

The UPWP is a federally required document that describes the transportation planning activities to be undertaken in the Bend MPO area. The UPWP is updated annually and its implementation is monitored by FHWA, FTA, and ODOT. Development of the UPWP identifies transportation planning needs, objectives and projects of the region. UPWP progress is tracked through monthly and bi-annual and annual reports submitted to FHWA, FTA, and ODOT.

In FY2020-21, the BMPO initiated development of a multi-year strategic plan. The plan will be used to guide MPO work and investments. Work on the plan should conclude in early FY2021-22.

Additionally, the MPO develops an annual budget document that is submitted to the state of

Oregon. The Budget document is a condensed version of the annual UPWP.

Previous Work Completed:

- 2020-21 UPWP and Budget maintained and updated as necessary
- Development of a strategic plan initiated

Deliverables:

- Monthly reports & bi-annual and annual reports
- 2022-2023 UPWP and 2022-2023 Budget adopted and maintained

Timeframe: Ongoing July 2021 – June 2022.

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT, Cascades East Transit, City of Bend, and Deschutes County

Subtask C. Coordination with Statewide MPO Committees

BMPO staff and Board members regularly engage with other MPOs, state agencies, and federal agencies on matters of joint interest and to participate on committees or work groups, addressing issues of importance to the BMPO. The two principal forums for this interaction are the Oregon MPO Consortium (OMPOC) (comprised of Board members from the state's eight MPOs) and quarterly meetings of staff from the state's MPOs, transit districts, ODOT, and FHWA. A small percentage of the MPO federal funds are used to fund an OMPOC coordinator. Staff at the Lane Council of Governments serve that coordination role. The OMPOC Board adopted a work program for the coordination work. MPO staff will be regularly engaged in the review of work completed through the work program and in updating the work program. The work program includes items (e.g. developing an MTIP tool) that should directly benefit the Bend MPO. The quarterly staff meetings are a valuable opportunity for MPO and ODOT staff to discuss their respective projects and work tasks.

Previous Work Completed:

- Participation in OMPOC meetings and quarterly staff meetings
- Annually hosting an OMPOC meeting (fall 2021 pending COVID vaccination rates)

Deliverables:

- Assist with coordination of and participation at OMPOC meetings
- Review and comment on work items produced by OMPOC coordinator
- Review and update OMPOC coordinator work program
- Participation in the quarterly MPO, ODOT, FHWA, Transit District meetings
- Annually hosting an OMPOC meeting (minimal effort by Bend staff)

Timeframe: Quarterly FY2021-22



Figure 3 Oregon MPOs

Lead Agencies: Bend MPO, ODOT and other Oregon MPOs
Other Agencies Involved: FHWA and transit districts

Subtask D. Public Participation

An active and ongoing public involvement process is needed to ensure successful BMPO activities. That process should supply complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in all planning and programming activities.

The purpose of this work element is to improve, strengthen and fulfill these needs. A good public participation plan includes public information, public involvement and public relations.

The BMPO had initiated an update to the Public Participation Plan (PPP) in FY2019-20, but due to the MPO workload at that time, it is now expected to be complete in FY2020-21. The PPP establishes a process to inform and engage members of the public and transportation stakeholders regarding the work of the BMPO. Major projects (e.g. updating the MTP) will require development of a project specific public engagement plan. Staff will work with the TAC, Policy Board and member entities to consider the specific needs for each project and develop an appropriate outreach and engagement process.

As discussed in Subtask E below, Environmental Justice (EJ) must be considered in all phases of planning. The information developed under Subtask E will be used to identify strategies to better reach low-income and minority populations with the BMPO study area.

Another component of the public participation process is the TAC. The TAC includes two citizen members representing areas outside the city limits and within the MPO boundary. The TAC advises the Policy Board on all aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the MTP.

Previous Work Completed:

- On-going public engagement activities
- BMPO fact sheet (in English and Spanish)
- MTP/TSP public engagement process

Deliverables:

- Completion of an update to the PPP
- Use the public engagement processes identified for projects
- Develop BMPO project progress reports
- Website and Facebook page maintenance

Timeframe: Ongoing: July 2021 - June 2022

Lead Agency: Bend MPO

Agencies Involved: ODOT, Cascades East Transit, City of Bend, and Deschutes County

Subtask E. Title VI and Environmental Justice (EJ) Data Collection/Analysis

This task implements the Title VI Plan (2019) and the Public Participation Plan (update currently in process) to maintain Title VI compliance.

This task maintains the Title VI officer, required annual reporting, staff training/education, assessment of projects seeking MPO funding, and outreach to protected populations and organizations that represent them. The BMPO implemented a new, multi-year STBG project funding process in FY2020-21 with protected population mapping to be referenced for funding decisions.

In FY2021-22, staff will complete an assessment of transportation investments in partnership with the City of Bend. The intent of this task is to provide a better understanding of where and what types of investments have been made within the MPO area over time, and will be completed similarly to what other MPOs have done. Additionally, staff will complete an assessment for potential partnerships or collaboration with member jurisdictions to help the MPO improve engagement and input from harder to reach populations.

Previous Work Completed:

- Updated Title VI Plan
- Title VI / EJ public engagement process for MTP update

Deliverables:

- Title VI Annual Report
- Updated population mapping
- Assessment of transportation investments (partnership with City of Bend)
- Assessment of outreach partnership opportunities

Timeframe: Title VI annual report: 2nd quarter
Population mapping: 3rd quarter
Assessment of transportation investments: schedule to be determined
Assessment of partnership opportunities: 3rd quarter

Lead Agency: Bend MPO

Other Agencies Involved: City of Bend, CET, Deschutes County, FHWA, FTA, and ODOT

Subtask F. 2020 Census

After each Census, there are several potential issues that must be addressed by the MPO. Those issues include boundary revisions, road classification changes, and funding modifications. The timing of these items is not yet known. If work is initiated in the current fiscal year, it will likely extend into FY2022-23.

Previous Work Completed:

- No significant work in the past few years

Deliverables:

- MPO boundary adjustments

- Updates to federal road classifications
- PL and 5303 funding distribution updated formula

Timeframe: 3rd-4th quarters, with some work extending into FY2022-23

Lead Agency: Bend MPO

Other Agencies Involved: ODOT, City of Bend, and Deschutes County

	FY2021-22			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. Administration				
B. UPWP & Budget				
C. Statewide MPO Committees				
D. Public Participation				
E. Title VI & EJ Analysis				
F. 2020 Census				

	FY2021-22			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. Administration				
B. UPWP & Budget				
C. Statewide MPO Committees				
D. Public Participation				
E. Title VI & EJ Analysis				

Table 5: Task 1 Estimated Timeline

TASK 2: Short Range Planning

Table 6: Task 2 Funding Resources

Task Two	
FHWA PL Funding	\$ 21,100
State Match for FHWA PL	2,400
FTA 5303 Funding	20,600
STBG Funding	40,400
In-Kind Local Match	7,000
Total Task 2	\$ 91,500
Percent of Total Budget	11.4%

Description: This task covers short term activities including: Surface Transportation Block Grant (STBG) project programming, participating on local, regional and statewide project committees, development and maintenance of the MTIP, and development of the Annual Obligated Funding report.

Subtask A. Metropolitan Transportation Improvement Program (MTIP)

The 2021-24 MTIP was adopted by the Policy Board in spring 2020 and will be maintained to include updates and amendments. Sponsoring agencies initiate the requested MTIP adjustments and amendments. Typically, the TAC reviews proposed changes and makes recommendations to the Policy Board for its consideration. In coordination with the Region 4 STIP coordinator, MTIP amendments are then entered in the STIP.

The Oregon Transportation Commission initiated development of the 2024-27 Statewide Transportation Improvement Program (STIP) in FY2020-21. Staff will continue to track that process and coordinate with ODOT staff as necessary. Development and adoption of the 2024-27 MTIP will occur in FY2022-23.

ODOT holds quarterly meetings focused on development and maintenance of the STIP and MTIP. These meetings provide a forum to discuss issues of common interest to each MPO in Oregon and to improve the MTIP and STIP processes. BMPO staff will continue to participate in these meetings. In FY2017-18, this work group-initiated discussions about other possible software packages for MTIP management and visualization. That discussion has continued through FY2020-21. Due to staffing and workload constraints, staff is not actively engaged in these discussions, but are monitoring the committee's work. Staff will engage, as needed, as the work of this group progresses.

Previous Work Completed:

- Maintained the 2021-2024 MTIP
- Participated in quarterly STIP/MTIP meetings
- Tracked work of group seeking new MTIP management and visualization tools

Deliverables:

- Maintenance and amendments to the 2021-24 MTIP

- Track ODOT process for development of the 2024-27 STIP
- Participation in quarterly MTIP/STIP meetings
- Tracking progress of workgroup evaluating new software platforms for MTIP management and visualization

Timeframe: Maintenance of 2021-24 MTIP: ongoing
 ODOT development of 2024-27 STIP: ongoing
 STIP/MTIP meetings: quarterly meetings
 MTIP management and visualization tools assessment: schedule to be determined

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT, Oregon MPOs, Cascades East Transit, City of Bend, BPRD, and Deschutes County

Subtask B. Performance Management Tracking & Reporting

The MPO is required to have a performance-based planning process. That process includes establishment of performance targets, monitoring progress toward meeting those targets, and regularly reporting progress. Reports must include an evaluation of system performance with respect to the performance targets.

Previous Work Completed:

- Adoption of performance targets

Deliverables:

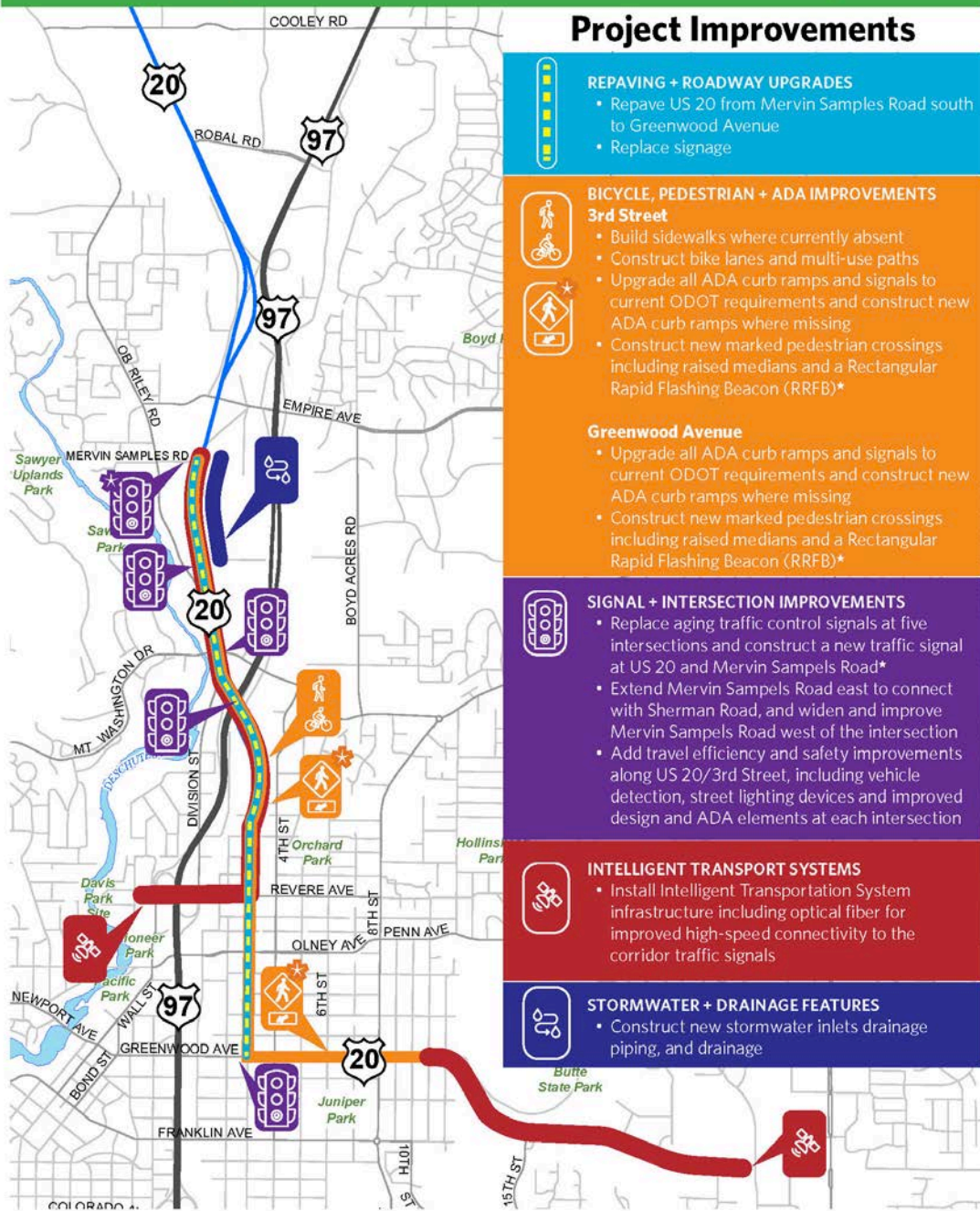
- Ongoing coordination with ODOT as it reviews and updates its targets and develops and submits its reports. ODOT Target Dates are 2022 for the Safety and System targets. MPO will review the updates as provided by ODOT in summer 2022.

Timeframe: Reporting Ongoing

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT and Cascades East Transit

US 20: Empire to Greenwood (3rd Street, Bend)



Project Improvements

REPAVING + ROADWAY UPGRADES

- Repave US 20 from Mervin Samples Road south to Greenwood Avenue
- Replace signage

BICYCLE, PEDESTRIAN + ADA IMPROVEMENTS

3rd Street

- Build sidewalks where currently absent
- Construct bike lanes and multi-use paths
- Upgrade all ADA curb ramps and signals to current ODOT requirements and construct new ADA curb ramps where missing
- Construct new marked pedestrian crossings including raised medians and a Rectangular Rapid Flashing Beacon (RRFB)*

Greenwood Avenue

- Upgrade all ADA curb ramps and signals to current ODOT requirements and construct new ADA curb ramps where missing
- Construct new marked pedestrian crossings including raised medians and a Rectangular Rapid Flashing Beacon (RRFB)*

SIGNAL + INTERSECTION IMPROVEMENTS

- Replace aging traffic control signals at five intersections and construct a new traffic signal at US 20 and Mervin Sampels Road*
- Extend Mervin Sampels Road east to connect with Sherman Road, and widen and improve Mervin Sampels Road west of the intersection
- Add travel efficiency and safety improvements along US 20/3rd Street, including vehicle detection, street lighting devices and improved design and ADA elements at each intersection

INTELLIGENT TRANSPORT SYSTEMS

- Install Intelligent Transportation System infrastructure including optical fiber for improved high-speed connectivity to the corridor traffic signals

STORMWATER + DRAINAGE FEATURES

- Construct new stormwater inlets drainage piping, and drainage

Figure 4: US20 project

The 2021-24 MTIP includes projects of regional significance, like the US20 project scheduled for construction in 2021-2022 <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20391>

Subtask C. Annual Listing of Federally Obligated Projects

On an annual basis, the State, public transportation operator(s), and the MPO must develop a listing of projects for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. The listing must be published or otherwise made available for public review. The reports are posted online at www.bendmpo.org under the [MTIP and Annual Project Report](#) webpage.

Previous Work Completed:

- FY2020 report

Deliverables:

- Annual Listing of Federally Obligated Projects for 2021

Timeframe: Report developed and published in 2nd quarter of each year

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT and Cascades East Transit

Subtask D. Surface Transportation Block Grant Program (STBG) Funds Management

The BMPO receives STBG funds on an annual basis. In FY2019-20 a competitive STBG application process was approved by the Policy Board. The new process allocates multiple years of funding to projects using a set percentage of the MPOs annual allocation. The next project solicitation for 2025-2027 dollars will be in FY2023-24. If annual funding amounts are higher than expected, staff will work with the TAC and Policy Board to allocate the increased funding.

The federal Infrastructure Investment and Jobs Act (IIJA) was signed into law in November 2021. Additional STBG funding will be available to the MPO. Funding obligation requirements are not known (as of December 14, 2021). If the new funds must be obligated, staff will initiate a project selection process in FY2021-22. Otherwise, the new funds will be folded into the next solicitation process.

2021 STBG Estimated Allocation \$1,205,000					2022 STBG Estimated Allocation \$1,205,000				
Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity	Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity
Maintenance (Preservation & ITS)	2021	60%	\$723,000	City of Bend	Maintenance (Preservation & ITS)	2022	60%	\$723,000	City of Bend
"Other" Projects	2021	10%	\$120,500	Varies	"Other" Projects	2022	15%	\$180,750	Varies
Household survey	2021	5%	\$60,250	Bend MPO	MPO Planning/Ops/ Reserve	2022	25%	\$301,250	Bend MPO
MPO Planning/Ops/ Reserve	2021	25%	\$301,250	Bend MPO					
2023 STBG Estimated Allocation \$1,205,000					2024 STBG Estimated Allocation \$1,205,000				
Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity	Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity
Maintenance (Preservation & ITS)	2023	60%	\$723,000	City of Bend	Maintenance (Preservation & ITS)	2024	60%	\$723,000	City of Bend
"Other" Projects	2023	15%	\$180,750	Varies	"Other" Projects	2024	15%	\$180,750	Varies
MPO Planning/Ops/ Reserve	2023	25%	\$301,250	Bend MPO	MPO Planning/Ops/ Reserve	2024	25%	\$301,250	Bend MPO

Figure 5: Bend MPO STBG Funding Summary, 2021-2024

Previous Work Completed:

- Created funding distribution process
- Funding distributions for 2020-24
- Funding agreements with recipients

Deliverables:

- Programmed projects
- Funding agreements, if necessary, for sub recipients
- Provide assistance as needed to process intergovernmental agreement
- Program additional funding if annual allocations exceed currently programmed funds

Timeframe:

- Programmed projects and funding agreement assistance in the 1st and 2nd quarters

Lead Agency: Bend MPO

Other Agencies Involved: ODOT, Cascades East Transit, City of Bend, and Deschutes County

Subtask E. COVID Relief Funding

The Consolidated Appropriations Act (signed into law on December 27, 2020) included transportation funding. The Bend MPO received approximately \$1.5 million. The MPO must program the funds by September 2024, and the project(s) must be complete by 2029. Staff will

work with local agency partners, the TAC and the Policy Board to identify and program the funds. The funds will be provided directly to the MPO from ODOT. The MPO will need to process a budget amendment for the funds.

Previous Work Completed:

- None

Deliverables:

- Budget amendment
- Programmed projects
- Funding agreements for sub recipients

Timeframe:

- Budget amendment: 3rd quarter
- Programmed projects: 4th quarter
- Funding agreements: 4th quarter

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

Subtask FE. Agency and Jurisdictional Coordination - Committees

Participate or track the work of appropriate committees, including (lead agency in parenthesis):

- 1) City of Bend-ODOT monthly staff meetings (City of Bend & ODOT)
- 2) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 3) Participating in meetings of the Central Oregon Area Commission on Transportation (ODOT). This committee also serves as a liaison to the MPO Tribal consultation process and a partner agency to the Confederated Tribes of Warm Springs.
- 4) Participating in meetings of the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 5) City of Bend Transportation Team meetings (City of Bend)
- 6) City of Bend Diversity, Equity, Inclusion, and Accessibility Task Force (City of Bend)
- 7) Participate in meetings related to implementation of CET Transit Master Plan
- 8) Participate in meetings of the Oregon APA Legislative Policy Advisory Committee (Oregon APA)
- 9) Participating in meetings of the Regional Public Transportation Advisory Committee (CET)
- 10) Participating in meetings of the COIC/CET Facilities Committee
- 11) Participating in the Commute Options for Central Oregon work group (Commute Options)
- 11)12) Alterante on the Policy Coordinating Committee for the Oregon Highway Plan update (ODOT)

Previous Work Completed:

- Active engagement, as necessary and as time allows, in various committee processes

Deliverables:

- Attendance and participation at appropriate meetings, and technical assistance as appropriate.
- Consultation as needed with TAC and Policy Board on issues that may impact MPO plans or policies.

Timeframe: Ongoing: July 2021 - June 2022

Lead Agency: Various

Other Agencies Involved: ODOT, Central Oregon Intergovernmental Council, Cascades East Transit, City of Bend, Commute Options, Deschutes County, and Oregon APA

Subtask GF. Agency and Jurisdictional Coordination - Projects

Participate in appropriate projects, including (lead agency in parenthesis):

- 1) US97 Bend North Corridor (ODOT)
- 2) US 20 (3rd Street) Preservation-Operations-Safety Project (ODOT)
- 3) US97 North Interchange Analysis (ODOT)
- 4) US97/Baker Road Interchange Area Management Plan (ODOT)
- 5) City of Bend UGB planning (City of Bend)
- 6) Statewide Bikeshare (ODOT)
- 7) City of Bend CIP projects (City of Bend)
- 8) State of Oregon climate change planning (ODOT and DLCD)
- 9) City of Bend climate change planning (City of Bend)

As has occurred in prior years, it is anticipated that additional projects will arise in the 2021-22 fiscal year that will require BMPO participation.

Previous Work Completed:

- Active engagement in various project processes

Deliverables:

- Written and verbal input on draft documents
- BMPO attendance and participation at appropriate meetings, and technical assistance as appropriate
- Consultation as needed with TAC and Policy Board on issues that may impact MPO plans or policies
- Responses to local and state plan changes

Timeframe: Ongoing: July 2021 – June 2022

Lead Agency: Various

Other Agencies Involved: ODOT, Cascades East Transit, City of Bend, DLCD and Deschutes County

Subtask ~~HC~~. Transit Coordination

This task involves coordination with Cascades East Transit to identify tasks where the MPO could be of assistance. This includes initiation and completion of such tasks using FTA 5303 funds. Initial priority of CET includes a dial-a-ride boundary analysis for the Bend service area.

*Deliverables: Dial-a-Ride Boundary Analysis for Bend UGB
Other deliverables to be determined*

Timeframe: Ongoing: July 2021 – June 2022

Lead Agency: BMPO, CET

Other Agencies Involved: Deschutes County, ODOT

	FY2021-22			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTIP				
B. Performance Management				
C. Obligated Projects Report				
D. STBG funding				
E. COVID Relief Funding				
F. Agency Committees				
G. Agency Projects				
H. Transit Coordination				

	FY2021-22			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTIP				
B. Performance Management				
C. Obligated Projects Reports				
D. STBG funding				
E. Agency Committees				
F. Agency Projects				
G. Transit Coordination				

Table 7: Task 2 Estimated Timeline

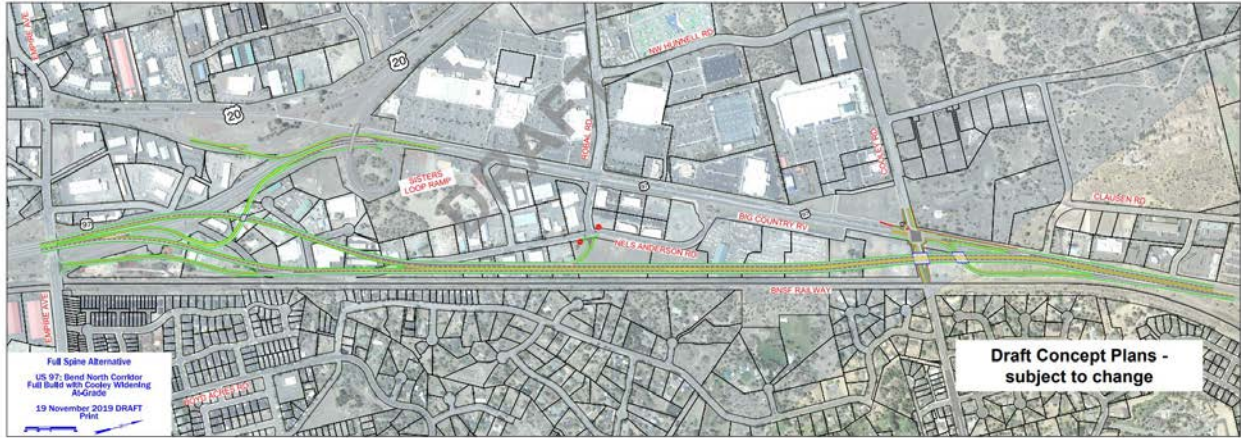


Figure 6: US97 North Corridor Project

The US97 North Corridor project will be the largest project undertaken in the Bend MPO in the past 20 years. The Policy Board will likely have a role as the project design process begins. <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>

TASK 3: Long Range Planning

Table 8: Task 3 Funding Resources

Task Three	
FHWA PL Funding	\$ 21,100
State Match for FHWA PL	2,400
FTA 5303 Funding	12,900
STBG Funding	175,000
ODOT Safety Funds	145,000
In-Kind Local Match	50,900
Total Task 3	\$ 407,300
Percent of Total Budget	50.8%

Task Three	
FHWA PL Funding	\$ 21,100
State Match for FHWA PL	2,400
FTA 5303 Funding	12,900
STBG Funding	175,000
ODOT Safety Funds	50,000
In-Kind Local Match	27,200
Total Task 3	\$ 288,600
Percent of Total Budget	36.0%

Description: Task 3 includes work to develop a schedule to implement actions and additional planning work identified in the MTP (e.g. corridor or area studies), finish the US 97 (Bend Parkway) Facility Plan, develop a schedule to implement actions and additional planning work identified in the Parkway Plan, develop a schedule to implement actions and additional planning work identified in the Deschutes County ITS Plan, implementing some of the non-engineering components of the Bend Area Transportation Safety Action Plan, work with CET to develop a schedule to implement actions and additional planning work identified in the CET Transit Master Plan, identifying next steps for the US97 North Interchange study, completing the US97/Baker Road IAMP, making significant progress on the Bend Mobility Hubs Study, and active tracking and engagement in climate change related planning and rulemaking.

Subtask A. Metropolitan Transportation Plan (MTP)

In FY2019-20, the MPO completed an update of the MTP (adopted September 2019). This update was to be completed as part of a two-phase process due to the federal adoption deadline and the number of MPO-area planning projects still underway at that time. Phase 2 of the MTP update will be completed in the 4th quarter of FY2020-21 and amended into the 2040 MTP. This second phase will consider and include relevant components of several external planning processes that concluded in the latter half of FY2019-20 and early FY2020-21. These external efforts include: the City of Bend TSP update; US97 Bend Parkway Study (ODOT Region 4); Deschutes County ITS Plan update (ODOT Region 4); Bend Area Transportation Safety Action Plan (City of Bend, Bend MPO and ODOT Region 4); Deschutes County Transportation Safety Action Plan (Deschutes County and ODOT Region 4); and the Cascades

East Transit Regional Master Plan (CET).

The MTP update and the other external planning processes involve a collaboration of local governments, interested stakeholders, and residents. The MPO plan reflects the area's shared vision for its future. In this era of scarce transportation resources, the plan strives to allocate available resources to meet MPO area goals. More details and updated status can be found at www.bendoregon.gov/mtp

The MTP identifies planning and analysis projects that will likely involve multiple jurisdictions. MPO staff will work with the applicable jurisdictions and agencies to determine project leadership, scheduling and funding. Such work may require amendments to the UPWP and budget.

Previous Work Completed:

- Public outreach coordination through Citywide Transportation Advisory Committee and other public engagement efforts
- MTP update – phase 1 and phase 2
- Leadership, schedule and funding summary for MTP implementation plans and actions

Deliverables:

- Processing of additional amendments, as needed

Timeframe:

- Additional amendments, ongoing

Lead Agency: Bend MPO and City of Bend with consultant assistance

Other Agencies Involved: FHWA, FTA, ODOT, DLCD, Cascades East Transit, Bend La Pine Schools, COCC, OSU Cascades, BPRD, and Deschutes County

Subtask B. Intelligent Transportation Systems (ITS) Plan implementation

The Deschutes County ITS Plan was completed in spring 2020. The plan includes a Smart Cities strategy and some implementation actions. The MPO will work with ODOT and the City of Bend to develop a schedule to implement the actions and develop an action plan to begin implementing the Smart Cities strategy.

Previous Work Completed:

- ITS Plan completed spring 2020
- Smart Cities Workshop held December 2019

Deliverables:

- Schedule to implement ITS Plan actions
- Action plan to begin implementing the Smart Cities strategy

Timeframe:

- Schedule and action plan: 1st and 2nd quarters
- Initiate work on actions: 3rd and 4th quarters

Lead Agency: ODOT Region 4. The Bend MPO and City of Bend will provide significant support.

Other Agencies Involved: ODOT ITS Unit, Cascades East Transit, Deschutes County, City of Redmond, and emergency services providers (e.g. local police agencies, Oregon State Police, local fire and rescue agencies)

Subtask C. US97 North Interchange Analysis

ODOT initiated a project in spring 2020 to evaluate the feasibility of building a new interchange on US97 at the northern MPO boundary. There is significant interest to assess the feasibility because the interchange because it could provide access to lands added to the urban growth boundary lands and to the Juniper Ridge employment area. The study was completed in spring 2021. Work in FY2021-22 may include development of a strategy to potentially advance the project, including an overall schedule (e.g. NEPA work, design). The interchange may need to be included on the illustrative project list in the MTP.

Previous Work Completed:

- US97 Parkway Facility Plan
- US97 North Corridor EIS

Deliverables:

- North Interchange Analysis and possible MTP amendments

Timeframe:

- Project advancement strategy: schedule to be determined
- MTP amendments (if needed): schedule to be determined

Lead Agency: ODOT Region 4

Other Agencies Involved: Bend MPO, City of Bend, Deschutes County

Subtask D. US97/Baker Road Interchange Area Management Plan

ODOT initiated development of an Interchange Area Management Plan (IAMP) for the US97/Baker Road interchange in December 2020. The IAMP will identify future improvements to the interchange and approach facilities, including access management improvements. Significant growth is occurring within the current city limits in SE Bend. Substantial growth is expected in the future when the SE UGB expansion area is annexed. As these lands develop, demand at this interchange will increase. Additionally, the right-in/right-out accesses north of the interchange will be closed in the future, creating additional demands at this location. MPO staff are serving on the Project Advisory Committee, and the Policy Board is serving as the Steering Committee. Project completion is scheduled for spring 2022. The identified improvements in the IAMP may require MTP amendments.

Previous Work Completed:

- US97 Parkway Facility Plan

Deliverables:

- US97/Baker Rd IAMP

Timeframe:

- IAMP complete: 3rd quarter
- MTP amendments (if needed): 4th quarter

Lead Agency: ODOT Region 4

Other Agencies Involved: Bend MPO, City of Bend, Deschutes County

Subtask E. US 97 Bend Parkway Plan

ODOT initiated work on the US 97 Facility Plan in the 3rd quarter of FY2016-17. The BMPO Policy Board allocated STBG funds to this project. The Policy Board is serving as the steering committee for this project, and the Technical Advisory Committee is providing technical review. Completion of the plan is expected in summer 2021. The Parkway Study will likely identify additional planning and analysis projects. Examples might include sub-area studies and project refinement studies. These plans and projects will likely involve multiple jurisdictions. MPO staff will work with ODOT and other applicable jurisdictions and agencies to determine project leadership, scheduling and funding. Depending on the complexity of each project, work could begin on the priority project(s) in FY2021-22. Such work may require amendments to the UPWP and budget.

Previous Work Completed:

- Phase 1 completed fall 2017
- Policy Board and MPO Technical Advisory Committee (TAC) oversight of Phase 1
- Work on Phase 2 was initiated in May 2018 and extended through FY2021
- Policy Board and MPO Technical Advisory Committee (TAC) oversight of Phase 2

Deliverables:

- US 97 (Bend Parkway) Facility Plan
- Schedule and action plan to implement the planning and policy actions identified in the plan

Timeframe:

- Phase 2 completion: 1st quarter
- Schedule and action plan: 2nd-3rd quarters

Lead Agency: ODOT Region 4

Other Agencies Involved: Bend MPO, FHWA, Cascades East Transit, Deschutes County, City of Bend, and various emergency services providers

Subtask F. Bend Area Transportation Safety Action Plan

ODOT, the City of Bend, and the Bend MPO jointly funding development of a Transportation Safety Action Plan (TSAP) for the Bend area. These plans were completed in October 2019. The plan includes an assessment of multi-modal safety conditions throughout the MPO area; countermeasures to reduce fatal and serious injury crashes; and performance measures to help monitor implementation. Deschutes County also developed a TSAP. Both plans include non-infrastructure components (e.g. education/outreach, enforcement). The ODOT Safety Division is

providing partial funding for several years to help with implementation of the non-infrastructure elements. Utilizing consultant support, the MPO initiated work on this project in January 2021. Work will continue into FY2021-22 and potentially beyond. Work includes development of a communication safety plan and calendar. [An ODOT grant was awarded in the amount of \\$95,000 with an in-kind match requirement for FFY 2021-22 beginning on 10/1/2021 through 9/30/2022 to continue the work from FFY 2020-21. With the development of the tools and events in phase one, the major goals of this project are to provide safety messaging and develop a transportation safety committee in our region that will work toward preventing and reducing fatal and serious injury crashes. A supplemental budget for the grant award was approved by the MPO Policy Board in October 2021 by way of Resolution 2021-05.](#)

Previous Work Completed:

- [TSAP completed October 2020](#)
- [Phase One TSAP Implementation completed October 2022](#)

Deliverables:

- [Phase One:](#)
 - [Completed consultant contract, including communications plan and calendar, identification of members and structure of regional safety committee, and a draft IGA identifying partner funding to continue this work.](#)
- [Phase Two:](#)
 - [Development of a regional Transportation Safety Committee](#)
 - [Update and implement safety communications plan and calendar](#)
 - [Conduct 2nd annual online safe travel survey to evaluate safety attitudes and behaviors; compare to 2021 results.](#)
 - [Host 2nd Annual Safe Travel Summit with elected officials, community leaders and partners to assess project results and re-evaluate Safety Communications Plans.](#)
 - [Work with partner agencies to create and implement an Intergovernmental Agreement with dedicated funding to continue safety committees and communications plans](#)

Timeframe:

- ~~Completion of current consultant contract: 2nd quarter~~
- ~~Next phase of wPhase one work (staff and/or consultant led): 3rd – 4th 1st quarters~~
- [Phase two work \(staff and/or consultant led\): 2nd – 4th quarters continuing to FY23](#)

Lead Agency: Bend MPO, ODOT Safety Division, ODOT Region 4, City of Bend, and Deschutes County

Other Agencies Involved: FHWA and various emergency services providers

Subtask G. State of Oregon Climate Change Planning and Programs

The State of Oregon, through several agencies, is evaluating options to advance the strategies identified in the [Statewide Transportation Strategy and to implement the Governor's Executive Order on Climate Change](#). Implementation includes administrative rule-making that will

ultimately require additional planning and analysis by jurisdictions within the MPO. Staff is monitoring these processes and working with our member entities to assess the potential impacts to local plans and projects.

Previous Work Completed:

- Transportation data and modeling support for development of the Bend Community Climate Action Plan
- Engagement in prior state legislative and rule-making efforts related to climate change

Deliverables:

- Monitoring and engagement in state climate change rulemaking efforts, including coordination with MPO members.
- Monitoring of state climate change legislation and work with MPO members, if necessary, to complete necessary planning and analysis to access funding

Timeframe: Ongoing. If new planning and analysis is required, the MPO will work with its members to develop specific work schedules

Lead Agencies: ODOT and DLCD

Other Agencies Involved: BMPO, City of Bend, CET and Deschutes County

Subtask H. Transportation Growth Management (TGM) Project, Mobility Hubs Feasibility Study

This task includes project management and participation in the development of a mobility hub feasibility study for CET and the City of Bend. This project was recently awarded TGM funding.

Previous Work Completed:

- TGM Application completion and submittal
- SOW development

Deliverables:

- Mobility Hub Feasibility Study

Timeframe: ~~3rd – 4th~~ ~~1st – 3rd~~ Qtrs

Lead Agencies: BMPO and ODOT

Other Agencies Involved: City of Bend and CET

Subtask I. ~~US20 Facility Plan Corridor Study~~

ODOT Region 4 will initiate development of a ~~facility plan corridor study~~ for the segment of US20 that extends from 3rd Street (Bend) to ~~Powell Butte Highway~~ ~~Hamby Road~~ (Deschutes County) in ~~winter~~ ~~summer~~ 2021-22. ~~ODOT will utilize the Technical Advisory Committee and Policy Board as advisory committees throughout the course of the project. It is expected that the TAC and Policy Board will each meet at least once in FY2021-22. Additional meetings will occur in FY2022-23. Additionally, MPO staff will serve on the Project Management Team (PMT). It is~~

~~expected that the PMT will meet at least twice in FY2021-22. MPO staff will provide assistance to ODOT and the consultant team to schedule meetings of the TAC and Policy Board. The scope and schedule for the study have not been created, and the role of the MPO is not yet known. As the project advances, the UPWP may need to be amended if the MPO has a significant role in the project (e.g. Policy Board serving as Steering Committee).~~

Previous Work Completed:

- No significant work in recent years

Deliverables:

- Scheduled TAC and Policy Board meetings including agenda packets and meeting minutes
- PMT meetings
- US20 Facility Plan (FY2022-23)Corridor Study

Timeframe: 3rd 4th – 4th Qtrs

Lead Agencies: ODOT

Other Agencies Involved: City of Bend, BMPO, Deschutes County and CET

Subtask Letter/Title	FY2021-22			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTP maintenance				
B. ITS Plan implementation				
C. US97 North Interchange				
D. US97/Baker Rd IAMP				
E. US97 Parkway Plan				
F. Safety Action Plan				
G. Climate Change				
H. Mobility Hubs Study				
I. US20 Corridor Study				

Table 9: Task 3 Estimated Timeline

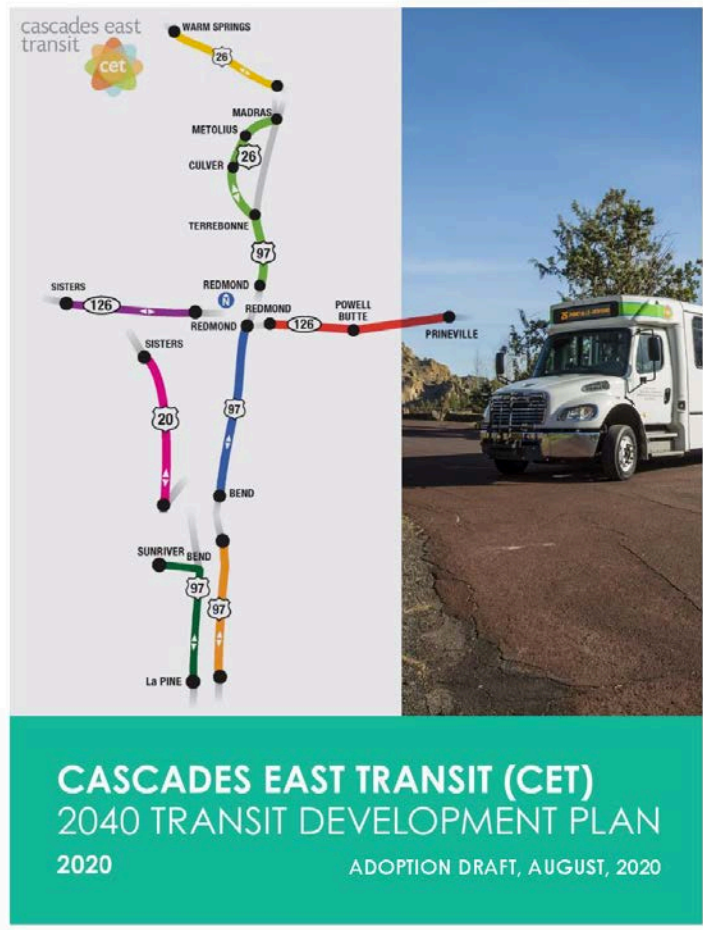


Figure 7: CET Transit Master Plan update
 Cascades East Transit adopted their 2040 Transit Master Plan in 2020. The Bend MPO was a significant funding partner for the plan update.

TASK 4: Travel Demand Modeling and Data Collection and Analysis

Table 10: Task 4 Funding Resources

Task Four	
STBG Funding	\$ 53,800
FTA 5303 Funding	5,200
In-Kind Local Match	6,800
Total Task 4	\$ 65,800
Percent of Total Budget	8.2%

Description: This task is focused on the regional travel demand model and data collection, analysis and development. Many non-MPO led plans and projects (e.g. corridor studies, capital projects, land use planning studies and land use developments) are under way in the BMPO study area. To varying degrees, these projects all make use of the travel demand model. The travel demand model can be used to assess scenarios reflecting land use and transportation alternatives. The model geography extends to and includes the City of Redmond and some outlying areas. The model is also heavily used for projects in that area.

There is more \$450 million of transportation projects programmed in the MPO area. The City of Bend also has significant water and sewer system projects programmed during those years. These projects will cause significant construction impacts throughout the MPO for multiple years. Initial discussions started in early 2020 about coordinating roadway closures and detours with ODOT, the City of Bend and Deschutes County. This coordination effort may require development of a new transportation tool. The tool would with detour coordination and routing. The role of the MPO is not yet determined. As these discussions progress, there will clarity about roles and responsibilities. If the MPO is involved, it may require amendments to the UPWP and budget.

MPO staff maintain multi-modal volume data (from the city of Bend and ODOT) and crash data (from ODOT). MPO staff will continue to provide data support and assistance to agency partners. ODOT is leading an effort to develop a regional data warehouse. The MPO will continue to be actively engaged in that effort.

Additionally, the MPO manager serves on the Executive Committee of the Oregon Modeling Steering Committee and several of its subcommittees.

Subtask A. Transportation Model

The Bend Redmond travel model became functional in FY2017-18. Since that time, it has been one of the most heavily used models in the state. It has been used for land use plans, land use annexation planning, and capital project development among many others. Work on several major planning projects has concluded over the past two fiscal years. The outcomes of those plans will need to be incorporated into the model. MPO staff will work with ODOT TPAU staff to develop a work program and schedule to update the model to reflect the necessary changes. Additionally, work was initiated in early 2021 to develop a 2019 scenario. This scenario will serve as the base year for future planning efforts within the model area.

Existing JEMnR Model

Staff from the MPO, ODOT and local jurisdictions will determine if there is a need for a new future year(s) for various projects within the model area. If a new future year(s) is needed, the MPO will work with ODOT to develop a work program and schedule. Another possibility is to extrapolate the existing 2040 model scenario to generate the necessary information.

Future Model Plan

MPO and ODOT TPAU staff will create a model development plan to determine if the Bend Redmond model will be transitioned to an Activity Based Model. The plan will include detailed information about the process, including needed data, resources, and timelines.

Peak Season Scenario

Combined, the current ODOT STIP and City of Bend CIP, likely represent the largest expenditure of transportation funding in the history of the Bend area. There will be significant and overlapping construction activity throughout the MPO area for many years. Multiple detour routes will be created, monitored and updated. The resultant traffic congestion, especially during the peak summer months, could be significant. The MPO, City of Bend, ODOT and a consultant will develop a 2019 peak season scenario. The scenario will be used to evaluate potential detour impacts and identify possible short-term improvements. A detailed scope of work and schedule will be developed in the 3rd quarter, and development of the scenario will begin in the 4th quarter. Completion of the scenario may extend into the first quarter of FY2022-23.

Model Update Process

The transportation system and land uses are changing regularly within the model area. ODOT and MPO staff will work to develop a process to track necessary model changes. More detail will be developed in FY2021-22.

Previous Work Completed:

- Extensive use of the model continued in FY2020-21 for the Bend TSP update, MTP update, capital project development, land use studies, and ODOT studies

Deliverables:

- Work program and schedule to update the 2040 model scenario to reflect outcomes of various planning efforts
- 2019 model scenario
- 2019 peak season model scenario
- Model runs and outputs for major planning projects
- Strategy for future scenario beyond current 2040 forecast year
- Work program for future model

Timeframe:

- 2019 model scenario: 2nd 4st quarter
- 2040 model scenario update scope of work and schedule: 3rd quarter
- 2019 peak season scenario: 4th quarter
- Future model work program: 1st-2nd quarters

- Model runs: ongoing

Lead Agencies: Bend MPO and ODOT TPAU

Other Agencies Involved: ODOT Region 4, Cascades East Transit, City of Bend, City of Redmond, and Deschutes County

Subtask B. Transportation Model – Local Project Support

Many non-MPO led projects (e.g. corridor studies, capital projects, land use planning studies, and land development projects) are under way in the BMPO study area and within the larger travel model boundary. To varying degrees, these projects all make use of the travel demand model. The travel demand model will be used to assess scenarios reflecting land use and transportation alternatives. Post-modeling analysis will enable development of recommendations for these projects. Of the many models maintained by ODOT, the Bend Redmond model continues to be one the most heavily used in the state. Significant modeling demand and support is expected to continue in FY2021-22. The City of Bend, Deschutes County and ODOT have over \$450 million of transportation improvements programmed in the MPO. Additionally, there is project work in the Redmond area which is in the model geography. Most work will require ODOT TPAU support. MPO staff will maintain a summary sheet of projects and tentative schedules. Continuing to deliver this level of modeling support will require close coordination between the MPO, ODOT TPAU, local agencies and consultant staff.

Previous Work Completed:

- Coordination with ODOT TPAU, local agency staff and consultants
- Maintenance of summary sheet of projects and schedules
- Completed model data requests for a wide range of projects

Deliverables:

- Coordination with ODOT TPAU, local agency staff and consultants
- Maintenance of summary sheet of projects and schedules
- Completed model data requests for a wide range of projects

Timeframe: Ongoing: July 2021 – June 2022

Lead Agency: Bend MPO and ODOT TPAU

Other Agencies Involved: ODOT Region 4, City of Bend, City of Redmond, and Deschutes County. Additionally, significant coordination will occur with consultants working on these projects.

Subtask C. Oregon Modeling ~~Statewide Steering Collaborative Committee~~

The Oregon Modeling ~~Statewide Collaborative Steering Committee~~ (OMSC) was formed to provide direction and oversight to the Oregon Modeling Improvement Program (OMIP). The OMSC works to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in the state of Oregon. It also works to serve as a consensus forum and support group to coordinate the land use-transportation modeling efforts of federal, state, regional, and local agencies. The Bend MPO is a member of the OMSC. The BMPO manager serves as the small-MPO representative on the OMSC Executive Committee and participates on several subcommittees, including the Modeling Program Coordination Subcommittee, Policy Committee, Technical Tools Subcommittee, Travel Survey Subcommittee, Greenhouse Gas Subcommittee and Emerging Technologies workgroup. In FY2021-22, the Travel Survey

Subcommittee will develop a coordinated plan for conducting new household travel surveys in 2022-2024. The group will work with a contractor to develop survey methods and deployment strategies.

Previous Work Completed:

- Active engagement on OMSC Executive Committee and subcommittees

Deliverables:

- Participation in the bi-annual meetings of Oregon Model [Statewide Collaborative Steering Committee](#) Policy Committee
- Participation in meetings of the Executive Committee (about 4 meetings per year)
- Participation in subcommittee meetings (MPC, Technical Tools, [Greenhouse Gas](#), [Emerging Technologies](#) and Travel Survey)

Timeframe: Ongoing: July 2021 – June 2022

Lead Agency: ODOT

Other Agencies Involved: Bend MPO and FHWA

Subtask D. Oregon Household Travel and Activity Survey

Household travel data is an essential building block for travel models. Household travel surveys provide details about travel behavior that is lacking in other data sources. Household travel activities and demographics change over time, and travel surveys are traditionally conducted about every 10 years. In Oregon, the most recent surveys were conducted from 2008-2011, roughly coinciding with the 2010 Census. With the 2020 Census recently completed, the Oregon Modeling Steering Committee (OMSC) has begun planning for the next household travel survey. The OMSC is developing a plan to procure expert services for the survey. MPO staff will be actively engaged in the planning process. Staff will also work with the Policy Board, and possibly local agency partners, to develop a funding plan for the Bend area survey work.

Previous Work Completed:

- Participation and coordination in the prior survey
- Coordination with ODOT and other MPOs to develop summary reports from the prior survey

Deliverables:

- Active participation in survey plan development process, including schedule development and identification of funding for the MPO surveys

Timeframe: Ongoing: July 2021 – June 2022

Lead Agencies: OMSC, [LCOG](#) and Metro (Portland)

Other Agencies Involved: ODOT Region 4, ODOT TPAU, and Bend MPO. Additionally, significant coordination will occur with the consultant team selected for this project.

Subtask E. Data Collection and Analysis

This subtask supports the efforts to move toward a *performance-based planning and programming* process. The MPO will continue to work with local planning partners to implement

performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets.

The MPO and City of Bend have partnered to create an on-going collection, management and analysis of vehicle and multi-modal volumes and crash data. The MPO purchased the Tableau software program several years ago and populates the software with crash and volume data. MPO staff will continue populating Tableau with available data and generating maps and reports. The City of Bend secured grant funding to purchase and install 5 permanent multi-modal counters. In FY2021-222, the City will maintain the counters and the MPO will regularly download the data for QA/QC using the R software process developed with ODOT Research and City of Bend staff.

The City and MPO are also working with ODOT on a research project to collect pedestrian and bicyclist volume data to develop and test a methodology for estimating bicycle VMT (the Non-motorized Travel Activity Estimations and Crash Analysis project). The VMT data is being used to estimate crash risk and exposure for bicyclists. City staff are expected to continue work on this project.

A safety data analysis process was developed as part of the TSAP project. That process was used to prioritize systemic and location specific crash locations within the MPO area. The ODOT crash data will be uploaded and the analysis updated every 2-3 years. This analysis will assist in updates to the TSAP, other local planning and project development efforts, and shared through the data portal.

The Bend MPO is a partner in the Region 4 Data Consortium to implement the ODOT Region 4 Data Warehouse Action Plan developed in FY 2019-20. The Data Warehouse project is being managed by ODOT Region 4 working together with key regional partner agencies including the City of Bend, Bend MPO, and Deschutes County. This project is designed to provide the ability for multiple agencies to access transportation data collected by each agency, to enable agency staff to more efficiently perform work tasks, and ultimately to improve plans, policies, and decisions. The types of transportation data included in the project are performance, inventory, and maintenance records.

Additionally, MPO staff participate on the Oregon Traffic Record Coordination Committee (an ODOT committee). This committee oversees the strategic planning efforts for transportation data analysis with an emphasis on improving traffic records systems in Oregon.

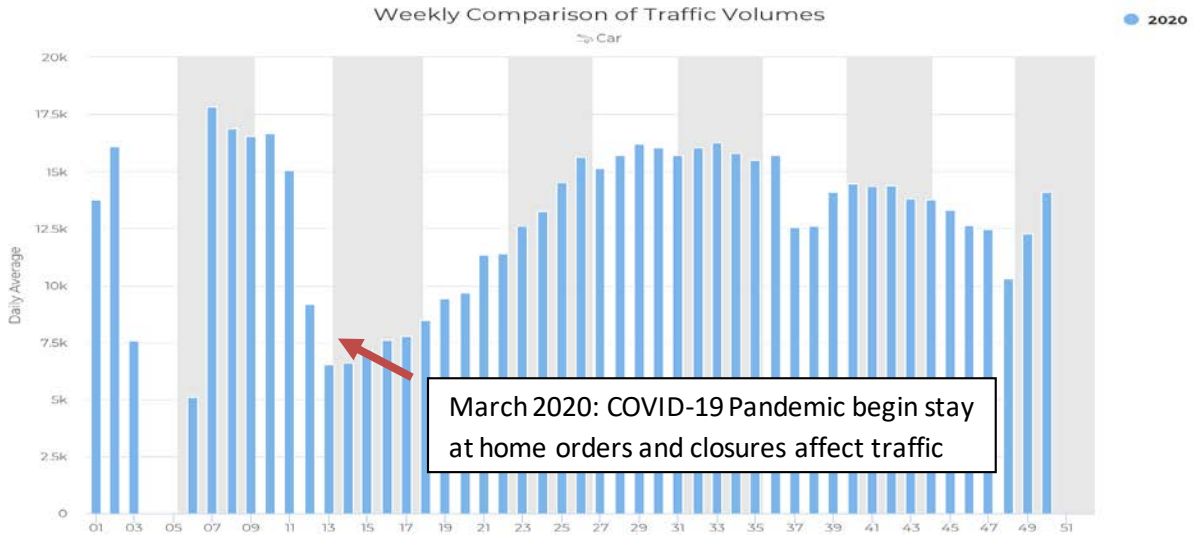


Figure 8: MPO 2020 COVID Traffic Reports. Bend MPO Staff provided weekly reports of traffic changes during 2020. This is a local arterial in Bend with a permanent counter installed in partnership with City of Bend and Bend MPO. The Data shown is the Daily Average by week in 2020. Location: Colorado Avenue Bridge, Bend Oregon. For more on this project, see the project webpage: [Traffic Count Data | City of Bend \(bendoregon.gov\)](https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/transportation-data/traffic-count-data)
<https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/transportation-data/traffic-count-data>

Previous Work Completed:

- Loading crash and volume data for public access
- Established crash and volume data analysis processes
- Developed annual volume data summary (in coordination with the City of Bend and ODOT)

Deliverables:

- Performance measure data
- Collaboration, data collection and analysis for Non-motorized Travel Activity Estimation Project
- Continue multimodal data collection program with City of Bend staff
- Use the data to inform performance-based planning objectives

Timeframe: Ongoing July 2021 - June 2022

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

Subtask Letter/Title	FY2021-22			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. Travel Model				
B. Model - Local projects				
C. OMSC				
D. Household Travel Survey				
E. Data Collection/Analysis				

Table 11: Task 4 Estimated Timeline

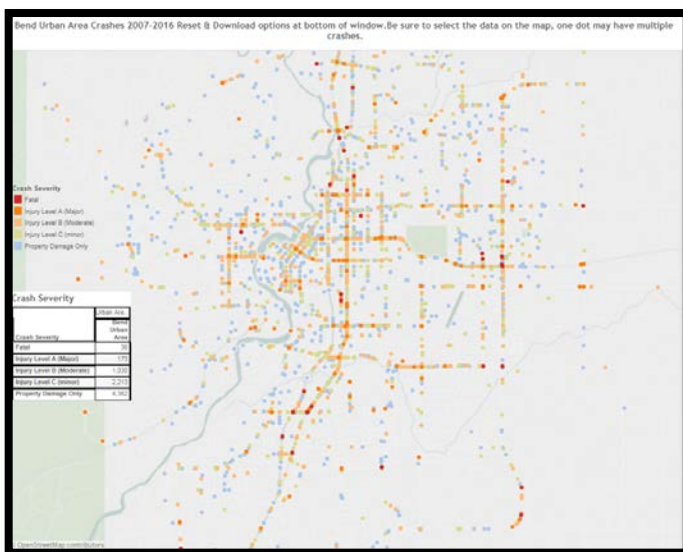


Figure 9: Bend MPO Data Portal

The Bend MPO uses the Tableau software to visualize and analyze transportation data. In FY2021-22, the MPO will continue to make this data available to web users. This tool houses the base data for the Bend MPO safety plan and performance measures. This data will be updated in this planning year. This data can be accessed at bendmpo.org or <http://public.tableau.com/profile/bendmpo#!/>

A summary of the FY2021-2022 budget is shown on the following table and graphs.

Table 12: Bend MPO Budget Summary

Fiscal Year 2021-22 Budget Summary			
	Resources		Appropriations
Beg. Working Capital	\$ 100,000		
		By Budget Category:	
FHWA PL ¹		MPO Program	\$ 720,000
Federal Share	168,700	Loan Repayment	100,000
FTA Section 5303	51,600	Contingency	100,000
STBG - BMPO Planning	269,200		
ODOT Safety Division Funding	145,000		
Total Grant Funding	\$ 634,500	Total Budgeted Appropriations	\$ 920,000
		By Task:	
FHWA PL ¹		Task 1: Dev. & Program Management	\$ 355,400
State Match	19,300	Task 2: Short Range Planning	91,500
FTA Local Match ²	5,900	Task 3: Long Range Planning	407,300
STBG Local Match ²	30,800	Task 4: Modeling and Data Collection	65,800
ODOT Safety In-kind Match ²	29,500		
Total Match Funding	\$ 85,500		\$ 920,000
City of Bend Loan	100,000		
Total Budgeted Resources	\$ 920,000	Total Budgeted Requirements	\$ 920,000

Fiscal Year 2021-22 Budget Summary			
	Resources		Appropriations
Beg. Working Capital	\$ 100,000		
		By Budget Category:	
FHWA PL ¹		MPO Program	\$ 601,200
Federal Share	168,700	Loan Repayment	100,000
FTA Section 5303	51,600	Contingency	100,000
STBG - BMPO Planning	269,200		
ODOT Safety Division Funding	50,000		
Total Grant Funding	\$ 539,500	Total Budgeted Appropriations	\$ 801,200
		By Task:	
FHWA PL ¹		Task 1: Dev. & Program Management	\$ 355,400
State Match	19,300	Task 2: Short Range Planning	91,500
FTA Local Match ²	5,900	Task 3: Long Range Planning	288,600
STBG Local Match ²	30,800	Task 4: Modeling and Data Collection	65,800
ODOT Safety In-kind Match ²	5,700		
Total Match Funding	\$ 61,700		\$ 801,300
City of Bend Loan	100,000		
Total Budgeted Resources	\$ 801,200	Total Budgeted Requirements	\$ 801,300

¹ The FHWA PL funds are awarded at 89.73% with a requirement for a 10.27% local match. ODOT has traditionally met this match requirement with State funds.

² Local match for the FTA, ODOT Safety Division and STBG funds can be provided as hard match or through “in-kind” services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff and project collaboration. See line 4 of Resources for the match estimate from the Bend/Deschutes County In-Kind Match in the Line Item Budget, Table 13.

Figure 10: Bend MPO FY2021-22 Expenditures by Task

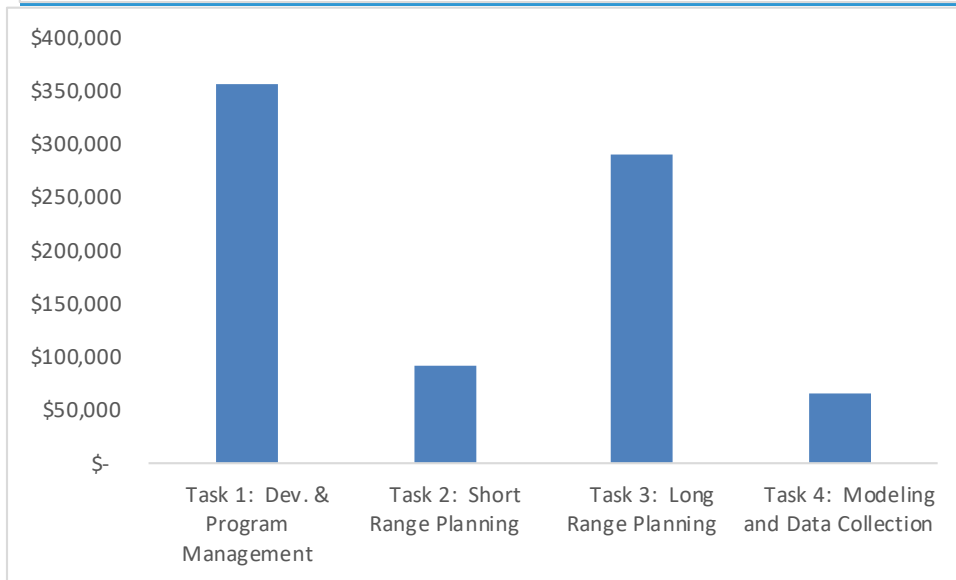
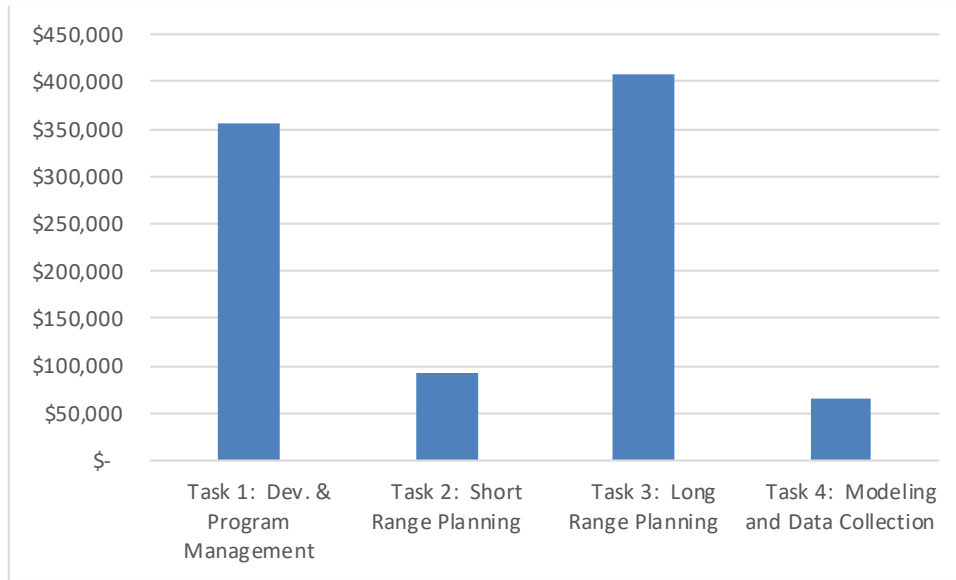
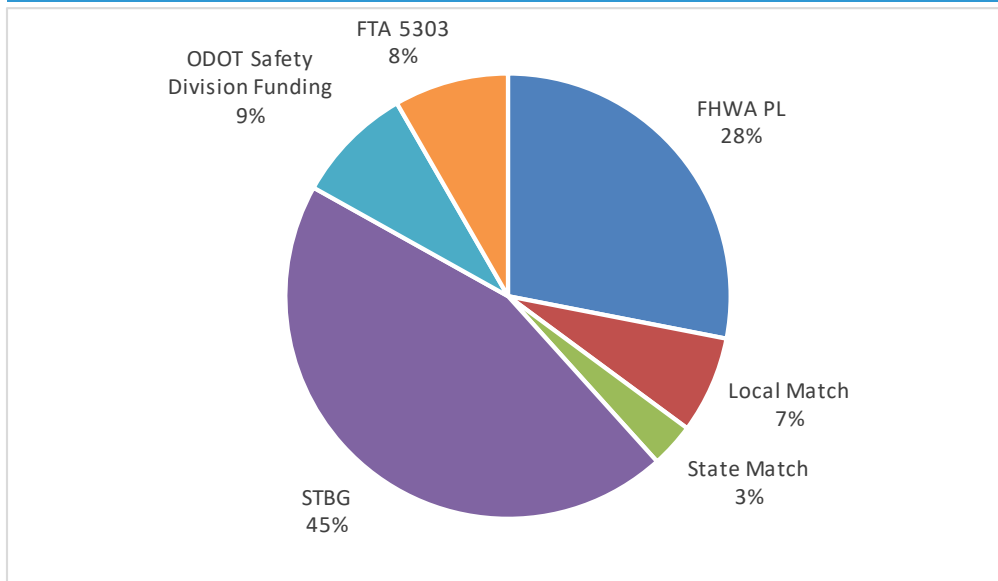
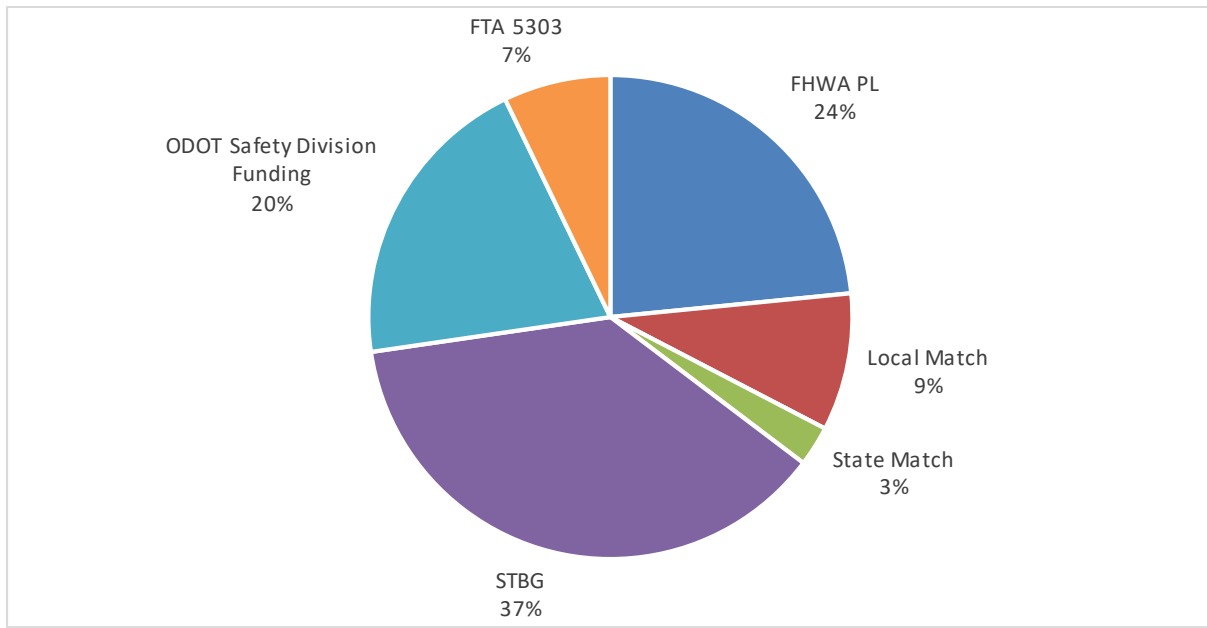


Figure 11: Bend MPO FY2021-22 Funding Resources Chart



Significant Budget Changes from the Previous Year

In FY 2019-20, Bend MPO Policy Board approved STBG funding for a Senior Planner position as a limited term employee. The proposed budget continued this position at 0.8 FTE in FY 2021-22, and makes the position permanent.

Resources (*Table 13, Line 2*) include ODOT Safety Division funding to implement non-infrastructure action items addressed in the Transportation Safety Action Plans for Bend and Deschutes County. This work is expected to continue through the first quarter of FY 2021-22, ending by 9/30/2021. A grant was awarded in FY 2020-21 and a supplement budget action by way of Resolution 2020-04 added funds to the FY 2020-21 MPO Budget. This funding continues in FY 2021-22. Additional details about this project are provided at www.bendoregon.gov/transportationsafety

Financial Polices

The Bend MPO relies on the federal framework for handling and distributing funding. This framework is detailed under Title 23 (Highways) and Title 49 (Transit) of the Code of Federal Regulations. 23 CFR Section 420.117 detail the requirement to show budgeted (approved) amounts and actual costs incurred. Part 450 of 23 CFR Chapter 1, Subchapter E and Part 613 of 49 CFR detail the requirements for metropolitan transportation planning and programming process.

Description of Line Item Budget

The line item budget for FY2021-22 is shown on Table 13. Descriptions for some budget lines are provided below.

Beginning Working Capital (Table 13, line 1)

Beginning Working Capital at July 1, 2021 is available due to a temporary \$100,000 loan from the City of Bend expected on June 30, 2022.

Federal Pass-through Grant - ODOT (Table 13, Line 2)

The funding sources referenced as FHWA PL, FTA Section 5303, STBG and ODOT Safety Funds – MPO planning are included in the federal pass through line item detail.

City of Bend In-kind Match (Table 13, line 4)

The required match for FTA, and STBG funds is provided by the City of Bend and other jurisdictions within the MPO as an in-kind match. Other match sources may be from project costs from combining contracts to complete the MTP and Bend Transportation System Plan (TSP). ODOT Safety Division Funding requires a match that is provided by City of Bend, Deschutes County and other partners involved in the grant project.

Personnel Services (Table 13, line 30)

Personnel services include the salaries and other associated costs for the dedicated MPO staff members. The FY 2021-22 budget assumes 2.8 full time equivalents (FTE). 1.0 for the MPO Manager, 1.0 for the Program Coordinator and 0.8 for the Senior Planner.

Current monthly salary ranges for these positions are listed below (the salaries listed below reflect those for full time employees). New salary ranges will be established on July 1, 2021.

MPO Manager: \$6,952 to \$9,030

Program Coordinator: \$4,828 to \$6,162

Senior Planner: \$6,046 to \$7,851

Interagency (Table 13, line 38)

The FY 2021-22 budget includes charges for administrative support from several City of Bend departments. These charges are revised every two years as the City of Bend budget is updated. The FY 2021-22 budget includes an increase from 1.5 FTE to 2.8 FTE resulting in higher costs for services. Descriptions of services provided are included below.

Information Technology: Provides general information technology support required by Bend MPO

Facilities Management: Provides support for ongoing facility maintenance in Bend MPO occupied space

Administration and Human Resources: General administrative support provided by the City

Finance: Financial support, including billing and collection of grant reimbursement requests, accounts payable, payroll, and coordination of the annual audit and budgeting process

Purchasing: Provides contracting and procurement services

Account Description	FY21-22 Adopted Budget	FY21-22 Supplemental Budget 2021-04 10/19/2021	FY21-22 Supplemental Budget Changes	FY21-22 Supplemental Budget Comments
Beginning Working Capital ¹	\$ 100,000	\$ 100,000		
Federal Pass-through Grant - ODOT	539,500	634,500	95,000	ODOT Safety Grant 10/1/21-9/30/22
State match for MPO's	19,300	19,300		
Bend/Deschutes County In-Kind Match	42,400	66,200	23,800	
Loan from City of Bend General Fund ²	100,000	100,000		
Total Resources	\$ 801,200	\$ 920,000	\$ 118,800	
Requirements:		\$ -		
Regular Salaries	\$ 254,000	\$ 254,000		
Other Payouts	3,200	3,200		
Overtime	1,500	1,500		
Social Security Tax	16,100	16,100		
Medicare Tax	3,800	3,800		
Unemployment	300	300		
Workers Compensation	100	100		
PERS IAP	15,500	15,500		
PERS OPSRP	38,100	38,100		
PERS Debt Service	6,500	6,500		
Workers Compensation Insurance	1,100	1,100		
Disability Insurance	700	700		
Life Insurance	300	300		
High Deductible - Premium	40,900	40,900		
High Deductible - Deductible	9,500	9,500		
High Deductible - Coinsurance	1,900	1,900		
Dental Insurance - Premium	3,000	3,000		
Telemed Service	100	100		
OPEB Funding	6,600	6,600		
Employee Parking	500	500		
Section 125 Benefits	300	300		
Alternate Modes	300	300		
Total Personnel Services	\$ 404,300	\$ 404,300	\$ -	
Professional Services - Legal	5,000	5,000		
Professional Services - Consulting	74,900	169,900	95,000	Grant Project Costs Added
Professional Services - Financial Audit	5,200	5,200		
Software Maintenance	2,500	2,500		
Postage	100	100		
Advertising	700	700		
Copiers	100	100		
InterAgency	53,600	53,600		
Equipment	300	300		
Technology Equipment	3,500	3,500		
Mobile Device Services	500	500		
Office Supplies	200	200		
Employee Costs	1,500	1,500		
Employee Costs - Training	1,500	1,500		
Employee Costs - Licenses & Dues	1,700	1,700		
Community Education & Outreach	800	800		
Insurance Premium	2,400	2,400		
In-Kind Match	42,400	66,200	23,800	In kind match from partners
Total Materials and Services	\$ 196,900	\$ 315,700	\$ 118,800	
Loan Repayment	100,000	100,000		
Contingency	100,000	100,000		
Total Requirements	\$ 801,200	\$ 920,000	\$ 118,800	
	\$ -	\$ -	\$ -	
Ending Working Capital	\$ -	\$ -	\$ -	

Table 13: MPO Line Item Budget for Fiscal Year 2021-2022

Line No.	Account Description	FY18-19 Actuals	FY19-20 Actuals	FY20-21 Adopted	3-15-2021 FY20-21 Actuals	FY20-21 Year End Projections	FY21-22 Proposed Budget	FY21-22 Approved Budget 3/23/21	FY21-22 Adopted Budget
1	Beginning Working Capital ¹	\$ 131,000	\$ 56,000	\$ 100,000	\$ 57,000	\$ 57,000	\$ 100,000	\$ 100,000	
2	Federal Pass-through Grant - ODOT	344,463	408,160	541,400	223,497	520,000	539,500	539,500	
3	State match for MPO's	37,111	18,096	17,600	18,438	18,600	19,300	19,300	
4	Bend/Deschutes County In-Kind Match	-	28,038	52,500	-	33,500	42,400	42,400	
5	Loan from City of Bend General Fund ²	56,000	57,000	100,000	-	100,000	100,000	100,000	
6	Total Resources	\$ 568,574	\$ 567,294	\$ 811,500	\$ 298,935	\$ 729,100	\$ 801,200	\$ 801,200	\$ -
7	Requirements:								
8	Regular Salaries	\$ 149,034	199,062	\$ 243,100	\$ 166,632	\$ 241,500	\$ 254,000	\$ 254,000	
9	Other Payouts	1,979	1,920	2,000	4,003	4,000	3,200	3,200	
10	Overtime	2,581	1,649	-	1,206	800	1,500	1,500	
11	Social Security Tax	9,234	12,155	15,300	10,291	15,100	16,100	16,100	
12	Medicare Tax	2,160	2,843	3,600	2,407	3,500	3,800	3,800	
13	Unemployment	154	203	200	172	200	300	300	
14	Workers Compensation	83	96	100	72	100	100	100	
15	PERS IAP	7,935	11,349	14,800	10,091	14,800	15,500	15,500	
16	PERS OPSRP	16,129	29,811	39,900	24,252	35,600	38,100	38,100	
17	PERS Debt Service	2,645	3,783	4,900	3,364	4,900	6,500	6,500	
18	Workers Compensation Insurance	265	749	800	694	1,000	1,100	1,100	
19	Disability Insurance	347	507	700	451	700	700	700	
20	Life Insurance	164	220	300	176	300	300	300	
21	High Deductible - Premium	20,807	24,960	35,600	24,012	34,700	40,900	40,900	
22	High Deductible - Deductible	5,591	7,460	12,000	6,587	9,500	9,500	9,500	
23	High Deductible - Coinsurance	2,223	721	3,000	221	400	1,900	1,900	
24	Dental Insurance - Premium	2,057	2,145	4,700	1,989	2,900	3,000	3,000	
25	Telemed Service	81	119	200	100	100	100	100	
26	OPEB Funding	3,099	4,568	5,600	3,757	5,600	6,600	6,600	
27	Employee Parking	645	1,303	1,100	357	500	500	500	
28	Section 125 Benefits	182	250	300	218	300	300	300	
29	Alternate Modes	164	109	500	-	-	300	300	
30	Total Personnel Services	\$ 227,559	\$ 305,982	\$ 388,700	\$ 261,052	\$ 376,500	\$ 404,300	\$ 404,300	\$ -
31	Professional Services - Legal	750	420	2,500	5,000	5,000	5,000	5,000	
32	Professional Services - Consulting	113,595	66,846	115,000	105,234	105,300	74,900	74,900	
33	Professional Services - Financial Audit	4,900	5,000	5,100	5,250	5,250	5,200	5,200	
34	Software Maintenance	400	400	800	400	1,100	2,500	2,500	
35	Postage	12	8	100	5	100	100	100	
36	Advertising	286	621	300	192	700	700	700	
37	Copiers	-	-	100	-	100	100	100	
38	InterAgency	27,100	38,600	38,600	25,740	38,450	53,600	53,600	
39	Equipment	-	-	300	-	-	300	300	
40	Technology Equipment	-	-	-	-	-	3,500	3,500	
41	Mobile Device Services	-	-	-	-	300	500	500	
42	Office Supplies	-	-	200	-	100	200	200	
43	Employee Costs	467	1,370	900	-	300	1,500	1,500	
44	Employee Costs - Training	1,443	2,321	1,500	-	500	1,500	1,500	
45	Employee Costs - Licenses & Dues	1,003	1,653	1,700	1,093	1,700	1,700	1,700	
46	Community Education & Outreach	2,005	976	800	-	800	800	800	
47	Insurance Premium	2,055	2,063	2,400	2,167	2,400	2,400	2,400	
48	In-Kind Match	-	28,038	52,500	-	33,500	42,400	42,400	
49	Total Materials and Services	\$ 154,016	\$ 148,316	\$ 222,800	\$ 145,081	\$ 195,600	\$ 196,900	\$ 196,900	\$ -
50	Loan Repayment	131,000	56,000	100,000	57,000	57,000	100,000	100,000	
51	Contingency	-	-	100,000	-	-	100,000	100,000	
52	Total Requirements	\$ 512,575	\$ 510,298	\$ 811,500	\$ 463,133	\$ 629,100	\$ 801,200	\$ 801,200	\$ -
53							\$ -	\$ -	
54	Ending Working Capital	\$ 56,000	\$ 57,000	\$ -	\$ (164,198)	\$ 100,000	\$ -	\$ -	\$ -

¹ Line 1 represents the Beginning Working Capital from the City of Bend loan expected and/or received on June 30 of the prior fiscal year. For the proposed budget, the 2021-22 Beginning Working Capital is the amount of the City of Bend loan anticipated on June 30, 2021.

² Line 5 represents the loan amount expected and/or received on June 30 of the fiscal year to cover reimbursements not received by the end of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred.

APPENDIX A: Summary of Deliverables from the 2020-21 UPWP

Task 1.0 Program Management

- Functioning advisory committees
- Meeting materials for the BMPO committees (Policy Board and TAC)
- Regular meetings with individual Policy Board members to discuss MPO work items and improve communications
- Developed procedures for grant applications and external letters of support
- Approved & executed contracts
- Appointed 2 new citizen members to the TAC
- Monthly invoices and work summary reports to ODOT for reimbursement & monthly budget review reports to Policy Board
- Biannual reports & identified priorities
- Updated indirect cost rate (joint effort with ODOT)
- Annual audit and financial report
- Coordination with ODOT regarding contracting procedures
- Regular monitoring of service and materials expenditures
- Regularly updated MPO website, Facebook page and email lists
- BMPO responses to state and federal legislative proposals and initiatives
- Implementation of public involvement strategies
- Completed information requests from the public, governmental agencies and jurisdictions
- Organized hard copy files and electronic files
- UPWP and Budget documents
- Initiated development of multi-year work program
- Self-certification statement
- Attendance at conferences, seminars & training sessions
- Attendance and participation at Oregon MPO Consortium meetings
- Attendance and participation at Oregon MPO/ODOT/FHWA quarterly meetings
- Submitted annual Title VI report
- Participated in public engagement events specific to Title VI populations
- Completed update of Public Participation Plan

Task 2.0 Short Range Planning

- 2018-2021 MTIP adjustments and amendments
- Adopted the 2021-2024 MTIP
- Participation in STIP/MTIP coordination meetings
- Annual Listing of Obligated Projects
- Developed new STBG funding distribution process and selected projects for the 2021-24 funding timeframe
- Participated in discussions about significant land use proposals
- Attendance, participation, and technical support of the following appropriate local, regional, and state planning processes and meetings (Subtasks D & E):
 - COACT

- Commute Options work group
- Deschutes County Bicycle and Pedestrian Advisory Committee
- Deschutes County STF Committee
- CET Transit Plan update Steering Committee and TAC
- COIC Facilities Committee
- ODOT Bicycle and Pedestrian Performance Measures TAC
- City of Bend Employee Mobility Committee
- City of Bend-ODOT monthly staff meetings
- Member of the Oregon APA Legislative Policy Advisory Committee
- City bike share & scooter planning
- City of Bend Climate Change Planning
- Tracking and providing comment on several City of Bend capital projects and land use planning projects

Task 3.0 Long Range Planning

- Completed an amendment to the MTP to include findings of the City of Bend TSP update, US 97 Bend Parkway Study, Deschutes County ITS Plan update, Bend Area Transportation Safety Action Plan, the Deschutes County Transportation Safety Action Plan, and the Cascades East Transit Regional Master Plan.
- Participated in the development of the US 97 Bend Parkway Plan. Policy Board and MPO Technical Advisory Committee provided oversight of Phase 2.
- Secured grant funding and initiated work to implement some of the non-infrastructure components of the Bend Area Transportation Safety Action Plan and the Deschutes County Transportation Safety Action Plan.
- Participation in Cascades East Transit (CET) Transit Master Plan development. MPO staff serving as technical advisory committee members for both the regional portion of the Plan and the Bend specific portion.
- Participated in the development of the US97 Bend North Interchange Study
- Participated in the development of the US97/Baker Rd IAMP. Policy Board serving as Steering Committee for the plan.
- Secured grant funding to create a plan for a mobility hubs in the MPO. Work may begin in May or June 2021.
- Tracked and participated in various climate change related efforts being undertaken by state agencies to implement the Governor’s Executive Order on Climate Change

Task 4.0 Travel Demand Modeling & Data Collection/Analysis

- Model runs and output data for the various planning efforts underway within the MPO.
- Regular check-ins with ODOT staff to discuss upcoming modeling needs and special model requests.
- Initiated development of new 2019 base year model scenario
- Participated in discussions with ODOT staff about possibly transitioning the travel model from a 4-step model to an activity based model
- Project analyses using travel demand model in support of local projects/planning efforts
- Participation in Oregon Modeling Steering Committee (OMSC)
 - Serving as small MPO representative on OMSC Executive Committee

- Collection of Performance Measure data
- Participation in meetings of the ODOT Traffic Records Coordination Committee
- Continued work to load crash and volume data in Tableau software and City of Bend's BOOM platform
- Provided weekly or bi-weekly traffic volume summaries to local government and health care officials to monitor COVID-related travel changes.
- Collaboration, data collection and analysis of Non-motorized Travel Activity Estimation Project. Includes providing oversight to and installation and maintenance of permanent and portable multi-modal counters on the City system. Collected data and prepared summary reports and presentations. Provided data to the media, interested parties and several committees. Used the data to inform performance-based planning objectives with the Policy Board.
- Provided data support to City of Bend for several capital improvement projects.

APPENDIX B: ODOT Region 4, Deschutes County, City of Bend and Commute Options Transportation Planning, Development, Outreach and Construction Overview

ODOT Region 4, Deschutes County, Commute Options and the City of Bend will be undertaking several planning, outreach and development projects in the BMPO area in the 2021-22 fiscal year. The status of each project varies significantly. For information about public engagement opportunities, please refer to the project websites. Each project is described below.

1) Regional Transportation Options Programs

Project Lead: Commute Options

Timeline: FY2021-22

Commute Options, a local non-profit agency, contracts with several entities to coordinate travel options and transportation demand management activities in Central Oregon and throughout much of ODOT Regions 4 and 5. Their efforts include outreach to business owners, employees, and school age children to encourage walking, bicycling, carpooling, teleworking and riding the bus. Services provided by Commute Options include but are not limited to the following tasks:

- Coordinate the Drive Less Connect on-line program throughout much of Central and Eastern Oregon
- Coordinate the Drive Less Challenge
- Coordinate and lead bicycling and walking education programs in schools throughout Central Oregon
- Work with Cascades East Transit to promote transit ridership, including the group pass sales program.
- Provide information to the general public, employers and their employees on all TDM activities. Formats for providing the information include print, website, broadcast media, and individual contacts.
- Participate in studies by other agencies and various planning groups around the Central Oregon

2) US97 (Bend Parkway) Facility Plan

Project Lead: ODOT Region 4

Project Timeline: Phase 1 completed November 2017. Phase 2 completed October 2020.

Additional work on mobility standards should conclude in summer 2021.

Project Budget: Phase 1 = \$180,000. Phase 2 = \$520,000 (\$320,000 for the Facility Plan and \$200,000 for a type/size/location analysis at the US97/Powers Road intersection)

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=R4BendParkwayPlan> &

www.bendoregon.gov/government/departments/bend-metro-planning-organization/plans-and-programs/parkway-plan

ODOT Region 4 initiated development of a Facility Plan for the Bend Parkway in FY2016-17. The plan is multi-faceted and includes an assessment of existing physical conditions and limitations, traffic operations, and safety; ITS options; future improvement options; and

pedestrian and bicycle overcrossings. Additionally, a type, size and location analysis was conducted for the US97/Powers Road intersection.

3) ODOT Region 4 Active Transportation Implementation Plan

Project Lead: ODOT Region 4

Project Timeline: Phase 1 complete. Phase 2: schedule TBD

Project Budget: Unknown

ODOT Region 4 developed an Active Transportation Needs Inventory for the state highway system in FY2016-17. Phase 2 will develop an implementation plan for the needs identified in the Inventory.

4) US97/Baker Road Interchange Area Management Plan

Project Lead: ODOT Region 4

Project Timeline: December 2021 through spring 2022

Project Budget: Unknown

Develop a long-term plan for the interchange at US97 and Baker Road. More information listed under Task 4.

5) ODOT ARTS Projects

Project Lead: ODOT Region 4

Project Timeline: 2021-2024 STIP

Project Budget: several projects are programmed

The All Roads Transportation Safety (ARTS) Program is a safety program to address safety needs on all public roads in Oregon. Working collaboratively with local road jurisdictions (cities, counties, MPO's and tribes). Work within the MPO will include sign upgrades, illumination improvements, signal improvements, safe crossing improvements, curve and intersection signs, delineators, and clear zone improvements.

6) US20: Tumalo to Cooley Road

Project Lead: ODOT Region 4

Project Timeline: FY2020-22

Project Budget: \$18 million

Pavement preservation, lighting, signs, and intersection improvements at Cook Ave and Old Bend-Redmond Highway

7) US97: Bowery Lane to Romaine Village Way

Project Lead: ODOT Region 4

Project Timeline: FY2019-2021

Project Budget: \$8.3 million

Pavement preservation for US97 through the MPO area.

8) Archie Briggs Road Bridge (Bend)

Project Lead: ODOT Region 4

Project Timeline: FY2020

Project Budget: \$800,000

Prepare design shelf ready plans for replacement of Archie Briggs Road bridge over the Deschutes River

9) US 20 Empire-Greenwood Preservation/Operations/Safety Project

Project Lead: ODOT Region 4

Project Timeline: FY2017-22

Project Budget: \$12.8 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20391>

Multi-faceted project that includes the following elements:

- Pavement Preservation on US 20 (3rd Street) from Empire Blvd to Greenwood Ave
- Rehab and infill sidewalks, bikes lanes, and/or bicycle-pedestrian paths along US 20 from Empire Blvd to Greenwood Ave
- Upgrade traffic signals at US 20/O.B. Riley Road, US 20/River Mall Ave, US 20/Division St, and US 20/Greenwood Ave, including optimized detection, illumination devices and improved geometric design/ADA elements
- Construct a new Traffic Signal at US 20/Mervin Samples Road, and extend Mervin Samples Road east into the adjoining employment area
- Upgrade signs to current standards on US 20 between Empire Blvd and Greenwood Blvd
- Bend ITS Central Signal System Phases 3C-3E and 4, and Bend Communication Backbone upgrades, primarily for improved high-speed connectivity along and adjoining with the US 20 Empire to Greenwood corridor and signals.
- Construction of pedestrian crossings including median islands and RRFBs

10) US97: Baker Road to Lava Lands Visitor Center

Project Lead: ODOT Region 4

Project Timeline: FY2018-23

Project Budget: \$5.8 million

Construct a bicycle and pedestrian trail connecting Baker Road to Lava Lands Visitor Center.

11) Bend Haul Road Trail Improvements

Project Lead: Bend Park and Recreation District

Project Timeline: FY2019-21

Project Budget: \$2.5 million

Website: <https://www.bendparksandrec.org/project/haul-road-trail/>

Extend paved path, reconstruct exiting pavement and construct safety improvements

12) US 97 Bend North Corridor project

Project Lead: ODOT Region 4

Project Timeline: FY2018-25

Project Budget: \$130 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=14020>

Corridor planning, development and implementation of phase 1.

13) ODOT Region 4 TDM Program

Project Lead: ODOT Region 4

Project Timeline: FY2021-24

Project Budget: Approximately \$125,000 each fiscal year

Transportation demand management activities throughout Region 4, including the MPO area

14) City of Bend Safety Program

Project Lead: City of Bend

Project Timeline: FY2021-2023

Project Budget: \$800,000

Design and construct a series of safety countermeasure projects that were determined by the City of Bend safety assessment.

15) City of Bend Bicycle Greenways

Project Lead: City of Bend

Project Timeline: FY2021-23

Project Budget: \$1.3 million

The City identified the framework for a bicycle greenway network. This project will design and implement projects on parts of those corridors including intersection and signage improvements.

16) Purcell Blvd/Butler Mkt Rd improvements

Project Lead: City of Bend

Project Timeline: FY2020-22

Project Budget: \$3.4 million

Design and construct improvements to the Purcell/Butler Mkt intersection and improve Purcell Blvd.

17) Murphy Road Improvements

Project Lead: City of Bend

Project Timeline: FY2017-22

Project Budget: \$14.4 million

Design and construct improvements to the Murphy Road corridor including three roundabouts and the extension of Murphy Road from Brosterhous Road to 15th Street

18) Newport Avenue projects

Project Lead: City of Bend
Project Timeline: FY2020-23
Project Budget: \$5.2 million

Design and construct improvements to the Newport Avenue corridor between NW 9th Street and College Way

19) Columbia/Simpson intersection & Columbia/Colorado intersection

Project Lead: City of Bend
Project Timeline: FY2020-21
Project Budget: \$5.7 million

Design and construct roundabouts at the Columbia/Simpson and the Columbia/Colorado intersections

20) Reed Market Rd/3rd Street intersection

Project Lead: City of Bend
Project Timeline: FY2022-24
Project Budget: \$5 million

Design and construct improvements at the Reed Market Rd/3rd Street intersection

21) SE 9th Street/Wilson Ave intersection

Project Lead: City of Bend
Project Timeline: FY2022-24
Project Budget: \$5 million

Design and construct improvements at the SE 9th Street/Wilson Ave intersection

22) Brosterhaus Rd/Chase Ave intersection

Project Lead: City of Bend
Project Timeline: FY2023-25
Project Budget: \$5 million

Design and construct improvements at the Brosterhaus/Chase intersection

23) NE 27th Street/Conners Ave intersection

Project Lead: City of Bend
Project Timeline: FY2023-25
Project Budget: \$2.5 million

Design and construct improvements at the NE 27th St/Conners Ave intersection

24) Butler Market Rd/Wells Acre Rd intersection

Project Lead: City of Bend
Project Timeline: FY2023-25
Project Budget: \$3 million

Design and construct improvements at the Butler Mkt Rd/Wells Acre Rd intersection

25) Neff Road and Purcell Boulevard intersection

Project Lead: City of Bend
Project Timeline: FY2018-22
Project Budget: \$5.2 million

Design and construct improvements at the Neff Road and Purcell Boulevard intersection

26) City of Bend Urban Growth Boundary Planning

Project Lead: City of Bend
Project Timeline: 2021-2023
Project Budget: unknown

The City will likely begin work on a UGB planning process in 2021. The project will identify potential expansion areas and also incorporate new state planning requirements related to housing.

27) City of Bend General Obligation Bond projects

Project Lead: City of Bend
Project Timeline: 2021-2030
Project Budget: \$190 million

Voters approved a \$190 million transportation bond measure in November 2020. The bond includes projects that will benefit all modes of transportation. More information about the timing of specific projects will be included in future UPWPs.

28) Deschutes County projects

Project Lead: Deschutes County
Project Timeline: 2021-2024
Project Budget: \$9.2 million
Website: <https://www.deschutes.org/road/page/capital-improvement-plan-and-sdcs>

The current County CIP includes three projects on roadways within or immediately adjacent to the MPO. These include upgrades to Hunnell Road and roundabouts at Powell Butte Hwy/Butler Mkt Rd, and Deschutes Market Rd/Hamehook Rd.

29) US20/Hamby Rd intersection

Project Lead: ODOT
Project Timeline: 2020-2021
Project Budget: \$4.4 million
Website:

Construct a roundabout at the US20/Hamby Rd intersection.

30) City of Bend Safety Projects - ARTS

Project Lead: ODOT and City of Bend

Project Timeline: 2021-2024

Project Budget: \$3.2 million

Various safety projects including sign upgrades, intersection lighting upgrades, clear zone improvements, signal improvements, ADA ramp upgrades and pedestrian crossing improvements

31) US20: 3rd Street to Purcell

Project Lead: ODOT

Project Timeline: 2020-2023

Project Budget: \$1.3 million

Sidewalks, ADA ramp upgrades, signage, and crossing improvements

32) US20: 3rd Street to east UGB

Project Lead: ODOT

Project Timeline: 2021-2022

Project Budget: unknown

Corridor study to assess the issues and needs of US20 from 3rd Street to the City of Bend eastern urban growth boundary

33) Reed Market Road: Brookwood Blvd to 4th Street

Project Lead: ODOT and City of Bend

Project Timeline: 2021-2022

Project Budget: unknown

Corridor study to assess the issues and needs on Reed Market Road from Brookwood Blvd to 4th Street, with a specific focus on the Brookwood intersection, US97 ramp terminals and Division Street intersection, and the 3rd Street intersection

APPENDIX C: List of Transportation Planning Definitions and Acronyms

5303 Federal Transit Administration (FTA) Metropolitan Planning funds

Federal funding program used for MPO planning.

5307 FTA Formula Grant Program

Federal funding program. Funding is available based on a statutory formula to all urbanized areas in the country. The funding can be used for capital projects and operating assistance.

5310 FTA Competitive Grant Program

Federal funding program for transportation services for the elderly and persons with disabilities. Funds can continue to be used for capital costs or for capital costs of contracting for services.

5339 FTA Formula Capital Program

Federal funding program for transit capital improvements (e.g. bus purchases).

CARES Act

The Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 provide direct economic assistance for American workers, families, and small businesses. These acts also provide direct financial assistance to public transportation providers, and city, county and state governments.

CET: Cascades East Transit

Central Oregon's regional public transportation service provider.

COACT: Central Oregon Area Commission on Transportation

Regional entities responsible for coordinating transportation planning and projects in multi-county areas; MPOs are required by ODOT to establish a relationship with their local ACTs and to coordinate with the ACTs in the prioritization of projects for submission to the STIP.

DLCD: Department of Land Conservation and Development

The department responsible for guiding land use policy in Oregon. State agency that assists cities and counties in applying Oregon's land use laws, and aids in assuring compliance with Oregon's statewide planning goals and guidelines.

EIS: Environmental Impact Statement

A document written to inform the public that a proposed project will result in significant environmental impact(s). NEPA requires that if a project results in a significant impact, the proposing or lead agency is required to consider at least one other build alternative in an effort to reduce those impacts. 771.123 (c) calls for the evaluation of all reasonable alternatives to the action and discuss the reasons why other alternatives, which may have been considered, were eliminated from detailed study. Reference: 23 CFR 771.123 and 771.125.

EMME: Travel demand model forecasting software used by most jurisdictions in the state of Oregon.

FAST Act: Fixing America's Surface Transportation Act

On December 4, 2015, President Obama signed the FAST Act into law. The FAST Act is the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology and statistics programs. With its enactment, States and local governments may now move forward with critical transportation projects, like improved highways and enhanced transit systems, with the confidence that they will have a Federal partner over the long term. <https://www.transportation.gov/fastact/>

FHWA: Federal Highway Administration**FTA: Federal Transit Administration****FTE: Full Time Equivalent**

Staffing levels are measured in FTE's to give a consistent comparison from year to year. In most instances an FTE is one full time position filled for the entire year, however, in some instances an FTE may consist of several part time positions.

IGA: Intergovernmental Agreement

A formally adopted agreement between units of government that articulates the respective roles, duties and responsibilities of the agencies that are party to the agreement.

ITS: Intelligent Transportation Systems

Advanced technologies designed to improve the safety and efficiency of transportation facilities or services. Examples include coordinated traffic signals and adaptive traffic signal systems.

MTIP: Metropolitan Transportation Improvement Program

An MPO's Transportation Investment Program, which identifies project scopes, budgets and timing for delivery within the MPO.

MTP: Metropolitan Transportation Plan

The 20-year transportation plan for defining transportation improvement strategies and policies for the MPO area. The MTP must be coordinated with State, County and City jurisdictions.

OTC: Oregon Transportation Commission

The Board of Directors for the Oregon Department of Transportation (ODOT).

PL: FHWA Metropolitan Planning Funds

PL funds comprise the majority of MPO funding.

STBG: Surface Transportation Block Grant, previously STP

One of the major federal funding programs. Funding may be used for a range of programs and projects including planning, roadway construction, and transit capital projects. The Bend MPO receives and distributes STBG funding each year.

STIF: Statewide Transportation Improvement Fund

The STIF program was established under HB 2017 and will provide a new dedicated source of funding for expanding public transportation services in Oregon. Revenues from the program will first become available in January 2019.

STIP: Statewide Transportation Improvement Program

The statewide transportation improvement program (STIP) is a federally required document that identifies all federally funded projects in the state. The STIP is a staged, multiyear, statewide, intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs and processes. Projects must be included in the STIP before applicants can use the federal funds awarded to their projects. In order for an MPO project to be included in the STIP, it must first be included in a metropolitan transportation plan and the TIP.

TAC: Technical Advisory Committee**TAZ: Transportation Analysis Zones**

Transportation analysis zones are geographic sub zones designated within the EMME/2 transportation model where unique attributes of each zone are defined that typically depict population and employment characteristics (i.e., the person trip “productions” and “attractions”).

TBEST: Transit Boarding Estimation and Simulation Tool, a software package used for public transportation planning

TDM: Transportation Demand Management

Transportation demand management, traffic demand management or travel demand management (all TDM) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. In transportation, as in any network, managing demand can be a cost-effective alternative to increasing capacity.

Title VI & Environmental Justice Program

Federally required program to ensure that transportation programs and services are accessible and provided uniformly, and to avoid adverse and disproportionate impacts by considering the populations impacted by transportation projects. This is primarily accomplished through inclusive public participation, outreach, and the consideration of all factors and measures that provide for a context sensitive solution.

TO: Transportation Options

Transportation Options refers to the quantity and quality of accessibility options available to an individual or group, considering their specific needs and abilities. Transportation options strategies, programs, and investments enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute. Such strategies can be used as solutions to problems of system capacity and as a way of creating an efficient transportation system for a multitude of users and uses.

TPR: Transportation Planning Rule

The Administrative Rule that was enacted to implement Statewide Planning Goal 12 (Oregon's statewide transportation planning goal). This rule requires that all cities, counties and MPOs develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an MTP and all local jurisdictions within an MPO are required to prepare TSPs that are consistent with the MTP.

TPAU: Transportation Planning and Analysis Unit

TPAU is a unit within ODOT that provides statewide transportation modeling services and technical assistance to jurisdictions throughout the state.

TRCC: Traffic Records Coordination Committee for ODOT

Charged with developing and implementing a strategic plan for improving traffic records systems in Oregon.

TSP: Transportation System Plan

A 20-year plan for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

VMT: Vehicle Miles Traveled

MPOs and local jurisdictions are required by state mandates to reduce VMT per capita in their long-range transportation plans.

USDOT: United States Department of Transportation

A federal Cabinet department of the U.S. government concerned with transportation. It was established by an act of Congress on October 15, 1966 and began operation on April 1, 1967.

APPENDIX D: Comment Log and Public Notice Schedule

The Bend MPO received comments and presented the UPWP in the following ways

- February 2021
 - MPO TAC meeting review
 - ODOT and Federal Partner review
 - MPO Policy Board review
 - Draft UPWP posted online
- March 2021
 - MPO Policy Board notice of public comment period opens 3/16/2021
 - MPO Budget committee review scheduled 3/23/2021
 - Updated UPWP posted online
- April 2021
 - MPO Policy Board to review public comments and consider adoption of UPWP and Budget for Fiscal year 2021-22 scheduled for 4/20/2021
 - Final decision posted online

The UPWP will be updated with additional comments as they are received in Appendix D. The full FY21-22 MPO UPWP is posted at www.bendoregon.gov/mpobudget

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Nice job of including the modeling related topics.	ODOT	MPO staff looks forward to collaboration with ODOT on the modeling work planned	
I appreciate BMPO's meaningful engagement with transit and inclusion of specific (and needed!) transit efforts in the upcoming UPWP. The Bend Dial A Ride service boundary work and TGM-funded mobility hubs effort are important and benefit from the MPO's support.	ODOT	MPO staff looks forward to collaboration with ODOT and transit providers and local jurisdictions.	
Under Subtask B. UPWP and Budget Development	ODOT	Corrected 2/8/2021	

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Deliverables should say “2022-2023 UPWP and 2022-2023 Budget adopted and maintained” instead of “2021-2022 UPWP and 2021-23 Budget adopted and maintained” (pg 16)			
At the UPWP review meeting I would be interested to hear more about the planned tribal consultation efforts (pg 15) and also performance management tracking (pg 20)	ODOT	Staff conducted and documented tribal consultation outreach in 2020. However, a written document outlining a formal process has not yet been drafted.	MPO to draft document for tribal consultation process
Over the longer term, could CET become a local partner in implementing the Oregon Climate Change Planning & Programs task? (pg 31)	ODOT	Yes, we work closely with CET and transit is an important component of a comprehensive emissions reduction program	
<p>Table 1 broken links lead to page not found these include (pg 7 and 8)</p> <ul style="list-style-type: none"> • Public participation plan link is not working-states page not found • Annual listing of obligate projects report • UPWP plan • Title VI Plan • MTP • MTP 	ODOT	Corrected 2/8/2021	
Page 38 link to MPO 2020 COVID traffic reports broken	ODOT	Corrected 2/8/2021	

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details																																																		
<p>Table 12 Bend MPO Budget Summary does not add up to the Total by Task. Table 4, 6, 8, and 10 adds up to \$799,591 and the By Task in Table 12 shows \$697,500. Also the amounts do not reflect what was sent out earlier (Attachment A) for the funding allocation for FY 2022. (pg 40)</p>	<p>ODOT</p>	<p>Table 12 updated to match the task tables. Please note that the funding allocation for STBG funds may show partial funds in the work program and budget.</p>																																																			
<table border="1"> <thead> <tr> <th colspan="5" data-bbox="440 688 1180 709">Attachment A</th> </tr> <tr> <th colspan="5" data-bbox="440 716 1180 785">FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S URBANIZED AREA</th> </tr> <tr> <th colspan="5" data-bbox="440 791 1180 812">FEDERAL FISCAL YEAR 2021 (State Fiscal Year 2022)</th> </tr> <tr> <th data-bbox="440 819 722 877">FUND TYPE</th> <th data-bbox="725 819 836 877">FEDERAL SHARE</th> <th data-bbox="839 819 950 877">STATE MATCH</th> <th data-bbox="953 819 1063 877">LOCAL MATCH</th> <th data-bbox="1066 819 1180 877">TOTAL</th> </tr> </thead> <tbody> <tr> <td data-bbox="440 884 722 926">Bend MPO Agreement No.</td> <td data-bbox="725 884 836 926"></td> <td data-bbox="839 884 950 926"></td> <td data-bbox="953 884 1063 926"></td> <td data-bbox="1066 884 1180 926"></td> </tr> <tr> <td data-bbox="440 932 722 974">FY 2022 PL (#20615)</td> <td data-bbox="725 932 836 974">155,844.00</td> <td data-bbox="839 932 950 974">17,837.04</td> <td data-bbox="953 932 1063 974">0</td> <td data-bbox="1066 932 1180 974">173,681.04</td> </tr> <tr> <td data-bbox="440 980 722 1022">FY 2022 STBG (#20615)</td> <td data-bbox="725 980 836 1022">269,190.00</td> <td data-bbox="839 980 950 1022"></td> <td data-bbox="953 980 1063 1022">30,810.00</td> <td data-bbox="1066 980 1180 1022">300,000.00</td> </tr> <tr> <td data-bbox="440 1029 722 1163">FY 2020 STBG Saving (#20613) move to (#20615)</td> <td data-bbox="725 1029 836 1163">156,087.00</td> <td data-bbox="839 1029 950 1163"></td> <td data-bbox="953 1029 1063 1163">17,864.86</td> <td data-bbox="1066 1029 1180 1163">173,951.86</td> </tr> <tr> <td data-bbox="440 1169 722 1283">FY 2022 5303 Funding (#20615)</td> <td data-bbox="725 1169 836 1283">52,247.00</td> <td data-bbox="839 1169 950 1283"></td> <td data-bbox="953 1169 1063 1283">5,979.90</td> <td data-bbox="1066 1169 1180 1283">58,226.90</td> </tr> <tr> <td data-bbox="440 1289 722 1331">Bend Total</td> <td data-bbox="725 1289 836 1331">633,368.00</td> <td data-bbox="839 1289 950 1331">17,837.04</td> <td data-bbox="953 1289 1063 1331">54,654.76</td> <td data-bbox="1066 1289 1180 1331">705,859.80</td> </tr> </tbody> </table>				Attachment A					FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S URBANIZED AREA					FEDERAL FISCAL YEAR 2021 (State Fiscal Year 2022)					FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL	Bend MPO Agreement No.					FY 2022 PL (#20615)	155,844.00	17,837.04	0	173,681.04	FY 2022 STBG (#20615)	269,190.00		30,810.00	300,000.00	FY 2020 STBG Saving (#20613) move to (#20615)	156,087.00		17,864.86	173,951.86	FY 2022 5303 Funding (#20615)	52,247.00		5,979.90	58,226.90	Bend Total	633,368.00	17,837.04	54,654.76	705,859.80
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<p>Are there plans to integrate electric vehicle plans in the MPO work program</p>	<p>Bend La-Pine School District</p>	<p>Not at this time. However, discussions are currently underway re: a future EV-related needs assessment as part of implementation of the City of Bend's Climate Action Plan. Additionally, staff is tracking EV-related legislative and administrative rule making proposals.</p>																																																			

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Add Bend Parks and Recreation as a coordinating partner in Table 3 to the US97/Baker Road Interchange Area Management Plan	Bend Parks and Recreation	Completed and shared with ODOT as the lead agency.	
Add Bend Parks and Recreation as a coordinating partner in Data development on page 11.	Bend Parks and Recreation	Completed. Bend MPO has worked with Bend Parks to collaborate with data development and will continue.	
What are the proposed public involvement dates? Also, ensure these details are included in the final draft (I do not believe these details have been included in previous years?)	FHWA	The MPO is currently updating its Public Participation Plan. The update should be complete in April or May 2021. Dates for public involvement events will be linked to specific project and planning efforts, and will be included in the scopes of work for those efforts.	
Thank you Arlene for mentioning the ODOT and MPO funding discrepancies, this issue takes up a lot of time as we work with ODOT to resolve them and holds up the approval process.	FHWA	Corrected	
Ensure the Public Participation Plan will also cover virtual public involvement opportunities during this COVID environment	FHWA	That topic is included in the update to the PPP currently underway.	
Concur with ODOT's comment, interested in performance management tracking.	FHWA	Performance management tracking will be developed with our partners to show our required targets. City of Bend is working on more tracking measures as they adopted in the Bend	

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		Transportation System Plan updated in 2020. MPO will be involved in the process, as needed.	
Appreciate Figure 1 “Bend MPO Timeline of Major Tasks” (This is a great visual!)	FHWA	MPO staff developed this figure to assist in sharing our main projects with new board members and public.	
Interested in hearing more about “Coordination with ODOT Research Division for Non-Motorized Travel Activity” and the “Bend Transportation Safety Action Plan Implementation.”	FHWA	<p>Although the project with ODOT Research Division for Non-Motorized Travel Activity is completed, MPO staff continue in research TAC roles and coordination with data development of the traffic data tools implemented for Eco-Counter data to provide Bike, Pedestrian and Vehicle traffic trends.</p> <p>Bend Transportation Safety Action Plan Implementation is a program funded by ODOT Safety Division to identify communication and community strategies to target safety emphasis areas identified in the TSAP plans for Bend and Deschutes County. MPO staff is leading the project with support from consultants and local partners.</p>	
Any MPO constraints in meeting the STIP / TIP development timeline for the 2024-2027 STIP?	FHWA	MPO staff does not anticipate any constraints.	
Please share issues / restrictions the MPO is facing during COVID.	FHWA	MPO worked with local partners to streamline virtual meeting protocols	

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		and staff continues to work remotely.	
What date is the policy board scheduled to approve / adopt the UPWP?	FHWA	Adoption is planned for April 20 or May 18, 2021. We will bring the decision to the Board in April. If there are issues, we will move the adoption date to May.	
Resource (BMPO may be interested in): Example Practices for Performance-Based Planning and Programming (October 2020) https://www.fhwa.dot.gov/planning/performance_based_planning/resources/example_practices/	FHWA	Thank you. This is very helpful.	
Page 54, item 23, the design and construction info is same as item 22. Same happened to item 24 design and construction is same as item 22.	TAC Member	Corrected	
Has the UPWP Public Notification Process changed due to COVID-19? Pg. 6	FTA	The process has not changed. We continue to provide notice through our email notification lists, the City of Bend website, and notices as required by State of Oregon budget law requirements.	
Is there a reason COIC isn't on the policy board in this case? Pg. 6	FTA	CET is not organized as a transportation district or mass transit district under Oregon law. It is operated by COIC, a 3-county Council of Governments. Prior Policy Boards have been hesitant to include a COIC representative because of their 3-county	

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		geography – an area significantly larger than the MPO.	
“Same Entities as Above” is listed for coordinating partners in the MTIP Activities. Is this the same entities as the MTP? Table 3, Pg. 9.	FTA	Yes, it is the same as the entities listed for the MTP.	
Data Development does not list COIC or CET? Table 3, Pg. 10	FTA	Corrected. Added CET and the Bend Park and Recreation District.	
Under MPO Activity Reductions or Deferrals, has this reduction reduced your public participation? Are you following your PPP? Page 11, first bullet	FTA	This has not impacted our public participation efforts. We are following our current PPP. We are currently updating our PPP and will include updated options for engaging the public in our work. Additionally, we are actively partnering with our members on public engagement efforts (e.g. Bend TSP update). We are also partnering with our members and local non-profits to better engage our low income and minority populations.	
Under MPO Activity Reductions or Deferrals, consider adding restoring public outreach and data analysis? Page 11, third bullet	FTA	Added information about expanding public engagement options. We are working with our partners on all-things data – collection, storage, management and analysis. As those discussions progress, we may include additional data-related work in the UPWP.	

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Additional Tasks Underway – implementation of multi-modal count program. Add CET? Page 12	FTA	We are not currently working with CET on data collection. We are working with ODOT Region 4 on a larger data management planning effort. CET data will be included in that larger data effort. CET is upgrading and implementing some data collection efforts. In the future, we may include a work item in the UPWP related to CET data.	
Tribal consultation agreements. Thank you for undertaking this very important work. Do you know the Tribes you'll work with initially? Pg. 15	FTA	There are three tribes with possible historic connections to the MPO area. These include the Confederated Tribes of Warm Springs, Klamath Tribes and Burns-Paiute Tribe. We have attempted to contact each tribe. We will work with ODOT to develop consultation agreements.	
What has the response been to engagement for minority and low-income communities? Pg 17 under Subtask E. Title VI	FTA	Efforts have been well received. In updating our Public Participation Plan, we are laying the groundwork to better engage these communities, and will be seeking opportunities to partner with other entities (e.g. City, CET, BRPD) in engagement activities.	
Is this something you could do in coordination with CET/COIC? Pg 18 under Subtask E. Title VI	FTA	To develop the assessment, we will work with all of our partners, including CET.	
Does the MPO use GIS? Pg. 20 MTIP management and visualization tools	FTA	We do use GIS. We are actively tracking the MTIP workgroup (led by	

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		the 3 TMAs) and will implement their recommendation if feasible. If it is not feasible, we will evaluate options for creating our own visualization tool.	
How are STBG funds allocated across the region? Is it a competitive process? Please explain more about the multiple year process. Pg. 23 Subtask D.	FTA	The Policy Board has dedicated the majority of the STBG funds for street preservation and ITS projects. A percentage is also dedicated to MPO operating costs (e.g. staffing, consultant costs). The remainder is available through a competitive process. Staff worked with the TAC and Policy Board to create an application and scoring process. Through that process, the Policy Board approved funding for a series of projects for years 2021 through 2024.	
Is there a reason the model is so frequently used? Pg. 34 Task 3, subtask A Transportation Model	FTA	The greater Bend area has been one of the fastest growing regions in the US for much of the past 15 years. A large number of significant planning projects have occurred that required significant modeling. Additionally, the model has been used for project development efforts and private land development efforts.	
How does current model account for transit, bicycle, pedestrian, and non-	FTA	The model includes all fixed transit routes within the Bend-Redmond area,	

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<p>motorized trips? Pg. 35 Task 3, subtask A Transportation Model</p>		<p>including stop locations and detailed route information (e.g. headways, bus sizes). The model includes walk trips to transit. It also considers intra-zonal trips which include walking and bicycling trips.</p>	
<p>Can you discuss bicycle VMT more? Will it relate to bike infrastructure investments and prioritization? Are there any similar efforts for pedestrians and addressing sidewalk infrastructure? Pg. 38, Task 4, Subtask E</p>	<p>FTA</p>	<p>Bicycle VMT can be used to assess crash rates and function as a performance measure to assess progress to increase bicycle mode share. The City of Bend has identified an extensive low-stress bicycle network in its TSP. Significant funding will be available over the next decade to construct the highest priority components of that network. There is currently no effort to assess pedestrian VMT. The City of Bend TSP identifies the need for a detailed pedestrian plan. City staff will seek funding in the coming years to develop that plan.</p>	
<p>Add US20 Corridor Study to Task 3</p>	<p>MPO staff</p>	<p>ODOT will develop a corridor study for a segment of US20 within the MPO. The extent of MPO involvement in that effort is not yet known. Staff added the study to Task 3, and will modify it in the future if necessary.</p>	