

Unified Planning Work Program 2022-2023



BMPO Bend Metropolitan
Planning Organization

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Resolution Number 2022-02
Bend Metropolitan Planning Organization Policy Board

**For the Purpose of Adopting the Fiscal Year 2022-2023 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 2022-2023, 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 2022-2023

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP for fiscal year 2022-2023

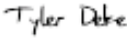
Adopted by the Bend Metropolitan Planning Organization the 19th of April, 2022

Yes: 3 No: 0 Abstain: 0

Authenticated by the Chair this 19th of April, 2022

DocuSigned by:

Barb Campbell, Chair

Attest:

DocuSigned by:

Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

Policy Board

Barb Campbell, Chair, City of Bend
Phil Chang, Deschutes County, Vice-Chair
Megan Perkins, City of Bend
Rita Schenkelberg, City of Bend
Bob Townsend, ODOT Region 4

Technical Advisory Committee

Robin Lewis, City of Bend
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Peter Russell, Deschutes County
Dave Thompson, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
Henry Stroud, Bend Park and Recreation District
Rick Williams, ODOT Region 4
Mike Beaulieu, Central Oregon Community College (COCC)
Casey Bergh, Oregon State University Cascades
Greg Bryant, Community Member
Liza Hamada, Community Member
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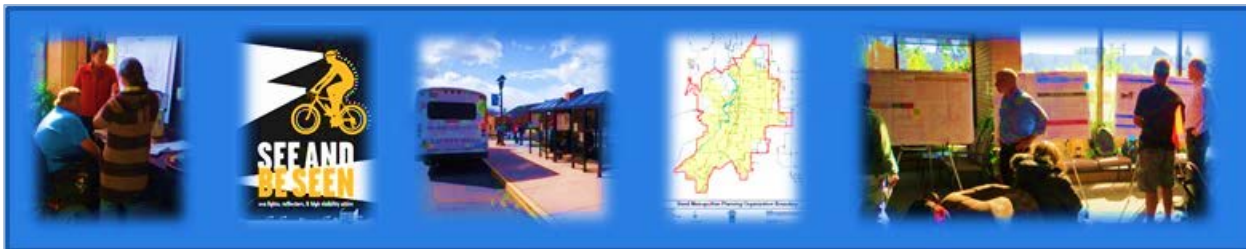


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Bend Metropolitan Planning Organization Unified Planning Work Program FY2022-2023

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 2023¹ 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 2022-2023 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, 2022 to June 30, 2023. The work program was developed to serve these specific 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).

¹ The State of Oregon fiscal year runs from July 1, 2022 to June 30, 2023 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.

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 is scheduled to meet in March or April 2022 and will consider the proposed budget document. The proposed budget document is a condensed version of the UPWP. A Legal notice of the Budget Committee meeting and public hearing at the proposed adoption process with the MPO Policy Board will be 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 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:

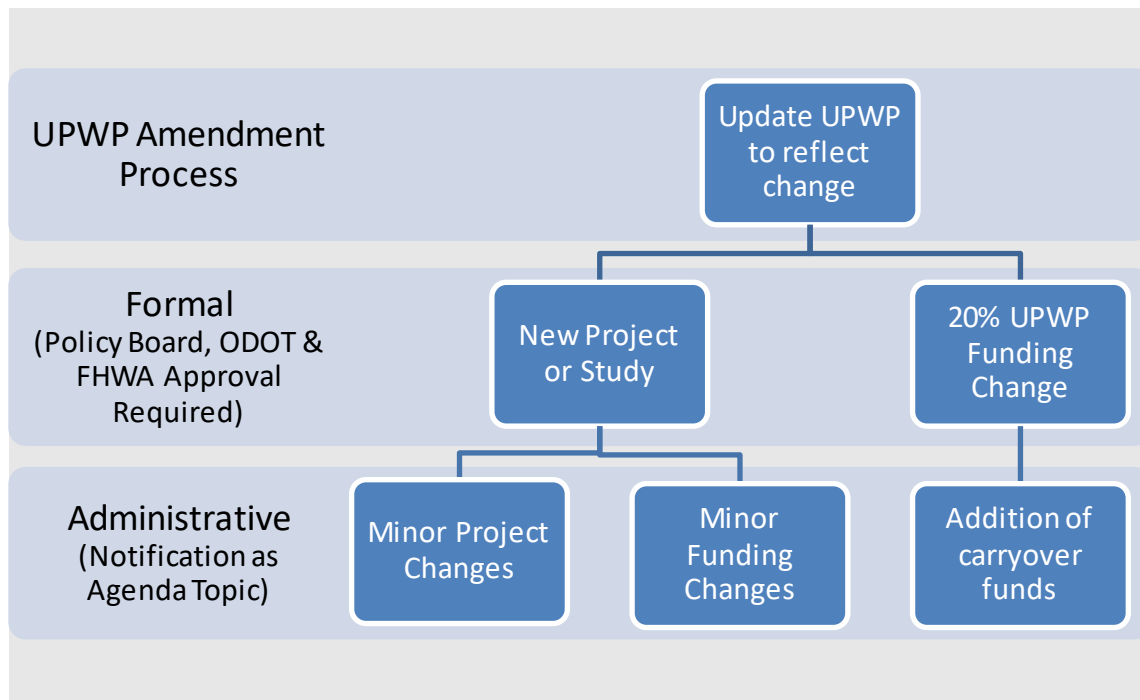
- A new planning task and/or subtask is identified.
- There is 20 percent change in total UPWP project costs (not by individual project). This does not cover carryover funds for a project/program extending multiple fiscal years that is determined

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

Figure 1 Amendment Process



Bend MPO will follow the processes outlined in the ODOT created UPWP Protocols for amendments. This process is attached as Appendix E. Formal amendments will be submitted to ODOT, FHWA, and/FTA (if transit related) as stated in Appendix E for approval. The Bend MPO TAC and Policy Board will receive notification of administrative changes at regularly scheduled committee 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

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.

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 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 & plans:

- 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 status of the plans listed above is provided in Table 1: Status of Bend MPO Documents

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 public works and planning staff of local and state agencies. The TAC also includes two community 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 monthly. The membership of the BMPO Policy Board is determined by each jurisdiction.

Table 1: Status of Bend MPO Major Plans

Plan Name	Last Update	Plan Cycle	Date Completed or Adopted	Anticipated Completion Date of Next Update
Annual Listing of Obligated Projects Report	Federal Fiscal Year (FFY) 2021	Annual Update, due within 90 days of Federal Fiscal Year end	November 30, 2021	November 30, 2022
Unified Planning Work Program (UPWP)	2021-22 UPWP	Annual, July 1 - June 30	Every April	April 2023
Public Participation Plan	August 2021	Review for update every 3 – 4 years	August 2021	August 2024
Title VI Plan	October 2019, with latest Title VI Accomplishments Report submitted Nov. 1 2021	Review for update every 3-4 years. Update mapping annually; annual report to be submitted by Nov. 11.	October 2019	October 2022
Metropolitan Transportation Plan (MTP)	Adopted September 2019	Update every 5 years	Amendment in 2022	September 2024
Metropolitan Transportation Improvement Program (MTIP)	2021-2024 MTIP in Spring 2020	Update every 2 years	Spring 2020	Spring 2023

Table 1 Notes:

The latest plan can be reviewed with the link in the Plan Name column and is posted online at www.bendmpo.org

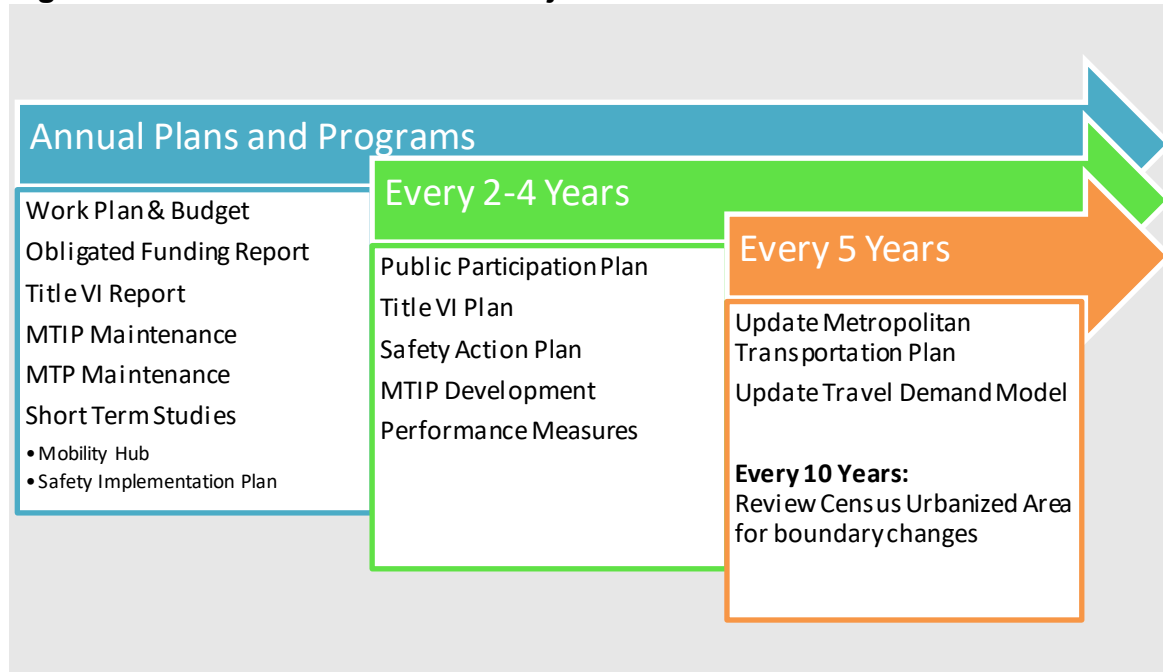
Table 2: Performance Measure (PM) Reporting Status

Measure	ODOT or CET Action	MPO Adoption Date	MPO Plan or Program with PMs	Target Date for Review & Action Planned
Roadway Safety	ODOT initial adoption <ul style="list-style-type: none"> • 10/14/16 ODOT Safety Action Plan • 9/9/21 	October 2018, update in MTP 9/2019	Bend Transportation Safety Action Plan, 2021-2024 MTIP, 2040 MTP	2022-2023 target setting with ODOT
Pavement and Bridge Condition	ODOT initial adoption <ul style="list-style-type: none"> • 5/20/18, Oregon Highway Plan update • 5/17/18 	October 2018, update in MTP 9/2019	2021-2024 MTIP, 2040 MTP	2022-2023 Coordination with ODOT and local jurisdictions to update condition reports
System Performance	ODOT initial adoption <ul style="list-style-type: none"> • 5/17/18 Oregon Highway Plan update in process 2022-2023 	October 2018, update in MTP 9/2019	2021-2024 MTIP, 2040 MTP	2022-2023 Coordination with ODOT and local jurisdictions to update condition reports
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 2 Notes:

MAP-21, the FAST Act and continuing Federal transportation legislation have established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective of the framework was to ensure States and MPOs invest federal resources in projects that collectively will make progress toward the achievement of the national goals identified in federal transportation legislation. Our work task 4 details efforts the Bend MPO plan to take to move toward a performance-based planning and programming process.

Figure 2: Bend MPO Timeline of Major Tasks



Planning Emphasis Areas

Bend MPO major transportation activities, high level deliverables, dates and partner agencies are listed in Table 3. Updated Planning Emphasis Areas were issued in late 2021 from FHWA and FTA to help guide MPO planning efforts, and include the following:

- Tackling the Climate Crisis, Transition to a Clean Energy, Resilient Future (Climate):** Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030.
- Equity and Justice in Transportation Planning (Equity):** To advance racial equity and support for underserved and disadvantaged communities.
- Complete Streets:** A complete street is safe, and feels safe, for everyone using the street. MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- Public Involvement:** Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process.
- Strategic Highway Network (SHN):** Transportation planning and project programming process on infrastructure and connectivity needs for the Strategic Highway Network. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile Strategic Highway Network system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment

- **Federal Land Management Agency (FLMA) Coordination:** Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities
- **Planning and Environment Linkages (PEL):** The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- **Data in Transportation Planning (Data):** To encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

In Table 3, below, the Planning Emphasis Areas are referenced by their abbreviated term, such as “Climate” for Tackling the Climate Crisis. Note that the last column in this table serves to identify 2022-23 activities that align with and/or support PEAs until federal guidance is issued. PEAs are also referenced under specific task and subtask sections of the document where applicable. See Appendix F for the full description of the Planning Emphasis Areas Letter dated December 30, 2021.

Table 3: Bend MPO Major Transportation Activities for Fiscal Year 2022-23

Task	Deliverables	Coordinating Partners	MPO Action and Dates	Planning Emphasis Area Supported (See above for reference)
Mobility Hubs Study	Study identifying locations, types, and ownership/management for mobility hubs in the Bend fixed route transit system	<ul style="list-style-type: none"> • CET • City of Bend • ODOT 	Expected completion Summer 2022	Climate, Public Involvement, PEL, Equity
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 	Expected adoption Summer 2022	Public Involvement, Complete Streets
US20 Refinement Plan	Refinement Plan for US20 from 3 rd Street to Powell Butte Highway	<ul style="list-style-type: none"> • ODOT • City of Bend • Deschutes Co • CET 	Completion date to be determined	Complete Streets, Public Involvement, Equity
US97/Reed Market Rd Plan	Plan for the US97/Reed Mkt Rd interchange, Reed Market Rd from Bond St to 4 th St, and 3 rd St from Cleveland Ave to Brosterhaus Rd	<ul style="list-style-type: none"> • ODOT • City of Bend • CET 	Completion date to be determined	Complete Streets, Public Involvement, Equity

Task	Deliverables	Coordinating Partners	MPO Action and Dates	Planning Emphasis Area Supported (See above for reference)
Metropolitan Transportation Plan (MTP)	Prioritized plan for implementing identified actions in MTP with updates to include City of Bend Transportation System Plan adopted in 2020.	<ul style="list-style-type: none"> • MPO committees • FHWA • FTA • ODOT 	Prioritized plan for implementing identified actions in MTP in FY21-22	Equity, Climate, Public Involvement, PEL, FLMA
2021-2024 Metropolitan Transportation Improvement Program (MTIP)	<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"> • MPO committees • FHWA • FTA • ODOT 	Ongoing work throughout FY22-23	Public Involvement
2024-2027 MTIP	<ol style="list-style-type: none"> 1. Track and participate in 2024-2027 STIP development process 2. Develop and adopt 2024-27 MTIP 	<ul style="list-style-type: none"> • FHWA • FTA • ODOT • CET 	Coordinate with partner agencies throughout FY22-23, adopt by 4 th quarter of 2023	Public Involvement, FLMA
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	Complete Streets, Public Involvement, SHN
Data Development	<ol style="list-style-type: none"> 1. Coordinate multi-modal count program with City of Bend staff to assess current trends 2. Develop annual reporting for safety and multimodal counts 3. Provide public access to available data 4. Coordinate with ODOT data warehouse group 5. Coordinate with ODOT on 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	Data, Public Involvement, Equity

Task	Deliverables	Coordinating Partners	MPO Action and Dates	Planning Emphasis Area Supported (See above for reference)
	6. Equity Mapping tool ³ for local partners, MPO plans and programs			
Annual Obligated Funding Report	1. Develop 2022 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 12/31/22	Public Involvement
Oregon Modeling Statewide Collaborative (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, Climate Change subcommittee, and the Emerging Technologies workgroup.	<ul style="list-style-type: none"> • ODOT • Oregon MPO's 	Ongoing participation	Data, Climate
Household Travel Survey	Scope, design and implement a household travel survey. Scope, design and implement an on-board public transit rider survey.	<ul style="list-style-type: none"> • ODOT • Oregon MPOs • Oregon transit providers • CET • City of Bend • City of Redmond • Deschutes County 	Scoping and survey design: Nov 2021-June 2022. Survey implementation: Sept 2022-June 2023. Data development and results: July 2023-June 2024. Transit rider survey: to be determined	Data, Equity
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"> • ODOT R4 • City of Bend • Deschutes County • CET 	Produce report by summer 2022	Public Involvement

³ City of Bend created an Equity map dashboard using MPO data analysis to overlay with projects from a general obligation bond project package. The tool is accessible here: <https://www.arcgis.com/apps/dashboards/def7534e332940e7b46dc491c156045a>, for more equity tools see Figure 9 in Task 4.

Task	Deliverables	Coordinating Partners	MPO Action and Dates	Planning Emphasis Area Supported (See above for reference)
Transit Planning	Assist CET, as needed.	<ul style="list-style-type: none"> • CET • City of Bend 	Technical assistance in FY22	Data, Public Involvement, Equity
Travel model	<ol style="list-style-type: none"> 1. Update 2040 model scenario 2. Develop scope of work and begin development of 2045 model scenario (for 2024 MTP) 3. Participate in statewide discussions and planning to transition from 4-step models to an activity-based models 4. Multi-year contract to update activity-based model inputs and future year planning horizon 	<ul style="list-style-type: none"> • City of Bend • Deschutes Co • CET • ODOT • Oregon MPOs • City of Redmond 	Ongoing participation	Data, Climate
Safety Implementation Plan	<ol style="list-style-type: none"> 1. Development of a regional Transportation Safety Committee 2. Update and implement safety communications plan and calendar 3. Conduct 2nd annual online safe travel survey 4. Host Safe Travel Summit 5. Implement Intergovernmental Agreement with dedicated funding to continue safety work 	<ul style="list-style-type: none"> • City of Bend • Deschutes Co • ODOT • Commute Options 	Committee Development and Public Events, Summer 2022, Communications Plan by Fall 2022.	Complete Streets, Public Involvement
Census 2020	<ol style="list-style-type: none"> 1. MPO boundary adjustments 2. Updates to federal road classifications 3. PL and 5303 funding distribution updated formula 	<ul style="list-style-type: none"> • City of Bend • Deschutes Co • ODOT 	Dates to be determined	Data, Equity, Public Involvement
STBG Funding Process	Call for projects, review and ranking, funding decision, and awards.	MPO Committees	Expected completion Dec. 2022	Complete Streets,

Task	Deliverables	Coordinating Partners	MPO Action and Dates	Planning Emphasis Area Supported (See above for reference)
				Public, FLMA Involvement
COVID Relief Funding	Work with Policy Board and MPO partner agencies/organizations in determining use of funds.	MPO partner agencies and committees	Summer 2022	Complete Streets, Public Involvement, Equity

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 may be delayed or altered to ensure resources are available to complete priority projects. If additional funding were available, the MPO would participate in and potentially provide funding for the following activities:

- Data analysis for various local projects and performance measures
- Expanded and enhanced public engagement options for on-going and specific MPO work items
- Accelerate work on expected work items identified in the MTP
- Providing additional support for current and upcoming planning and analysis projects underway within the MPO area
- GIS transportation data development and enhancement

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 continue to expand 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 or utilize the STBG Fund Exchange program.

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 2021-22

Listed below are some of the tasks completed or started by the Bend MPO in FY2021-22. Also listed are some projects that included significant MPO involvement.

Tasks Completed

- ✓ Annual Listing of Obligated Funds report
- ✓ 2021-24 MTIP maintenance
- ✓ Title VI annual report
- ✓ Refined STBG funding distribution process
- ✓ Updates and edits to the MPO web pages
- ✓ Transportation Safety Action Plan implementation – phase 1
- ✓ Mobility Hubs Feasibility Study
- ✓ Development of 2019 travel model scenario
- ✓ Development of 2019 peak season travel model scenario
- ✓ Multi-modal volume count collection and summary reports
- ✓ Coordination with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO
- ✓ US97 Bend Parkway Facility Plan (ODOT led process, MPO was a funding partner, process used BMPO TAC and Policy Board)
- ✓ Public Participation Plan update
- ✓ US97 North Interchange Study
- ✓ US97/Baker Road Interchange Area Management Plan (project started December 2020)

Additional Tasks Underway

- Bend Transportation Safety Action Plan Implementation - phase 2
- US20 Facility Plan (ODOT led process, process is using BMPO TAC and Policy Board)
- Coordination with City of Bend staff on implementation of a multi-modal count program
- 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, Climate Change subcommittee, Travel Survey Subcommittee, and Emerging Technologies work group
- MPO representation on various transportation-related committees/groups
- Transportation modeling support: land use development, plans and projects



Figure 3: US97/Baker Road Interchange Area Management Plan. ODOT is leading development of the US97/Baker Road IAMP. The BMPO Policy Board is serving as the project Steering Committee. To view the project details, visit the project webpage at:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97BakerRd>

MPO Program

This work plan is split into two programs, MPO Program and COVID Relief Program. The MPO Program involves work completed by MPO budgetary sources, the COVID Relief Program is set up as a COVID Relief Interagency Transfer for these funds.

TASK 1: BMPO Development and Program Management

Table 4: Task 1 Funding Resources

Task One	
FHWA PL Funding	\$ 101,200
State Match for FHWA PL	13,500
FTA 5303 Funding	12,900
STBG - UPWP	195,700
In-Kind Local Match - UPWP ¹	23,900
Loan from General Fund ²	100,000
Total Task 1	\$ 447,200
Percent of MPO Program ³	40.4%

¹ In-Kind Local Match – UPWP refers to the in-kind match required for FTA 5303 and STBG – UPWP funding included in the UPWP ODOT/MPO Intergovernmental Agreement. In-Kind match sources are listed in each subtask.

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, 2023 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, US20 Refinement Plan, US97/Reed Market Rd study and the Bend Mobility Hubs Study. Other administrative activities include the maintenance of the MPO website and social media outreach; 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. This will be especially important in FY2022-23 as rule-making efforts occur for the federal Infrastructure Investment and Jobs Act and Oregon's climate change efforts.

For FY2020-21, staff continued to expand utilization of its SharePoint site for MPO files and records. The site will eventually replace the existing internal server-based storage system. Work to allow greater utilization of the SharePoint site will continue for FY2022-23.

Engagement of Tribes and Federal Lands Management Agencies: As historic tribal ties likely exist for lands within the Bend MPO area, the MPO is expected to have a tribal consultation process. ODOT recently developed consultation processes with most of the tribal governments in Oregon. MPO staff had tracked those efforts and contacted ODOT and FHWA to understand the consultation requirements, including determining appropriate tribal contacts. MPO staff was unsuccessful in obtaining responses regarding consultation development in FY2020-21. For FY2022-23, staff will continue efforts to develop consultation agreements with applicable tribal governments, in addition to reaching out to USFS to discuss how and when to seek their engagement in MPO activities, as well as other coordination efforts.

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 social media accounts for Bend MPO.
- Ongoing development of SharePoint site
- Monitor and engage in rule-make efforts associated with the federal Infrastructure Investment and Jobs Act and Oregon's climate-related efforts
- Tribal consultation agreements; FLMA outreach
- Maintained email lists, organized files, and completed information requests
- Staff training and professional development

In-Kind Match Sources:

City of Bend staff time for such items as coordination of meeting services and professional development

Timeframe: Ongoing: July 2022 - June 2023

PEA Supported: Public Involvement

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. The MPO UPWP Protocol process as developed by ODOT is attached in Appendix E. The protocol provides key dates and processes for development of the UPWP.

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. Initial and final in-kind match reporting is due to ODOT at development and close out of each year as part of the UPWP protocols

Previous Work Completed:

- 2021-22 UPWP and Budget maintained and updated as necessary

Deliverables:

- Monthly invoice reports & bi-annual and annual reports
- In-Kind Match initial authorization and final supporting documentation
- 2022-2023 UPWP and 2022-2023 Budget adopted and maintained

In-Kind Match Sources Include:

Review by Technical Advisory Committee

Timeframe: Ongoing July 2022 – June 2023.

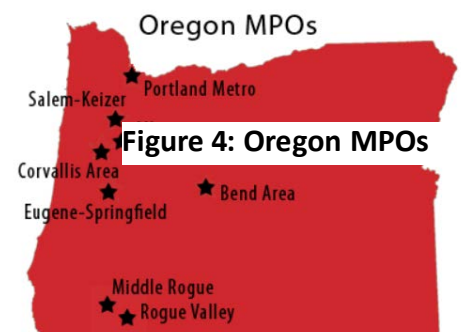
PEA Supported: Public Involvement

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 2022 pending COVID restrictions)

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)

In-Kind Match Sources Include:

Participation by MPO board members and local and regional staff

Timeframe: Quarterly FY2022-23

PEA Supported: Public Involvement

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. BMPO completed a comprehensive update to the Public Participation Plan (PPP) in FY2020-21.

Another component of the public participation process is the TAC. The TAC includes two community 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:

- Development and adoption of an updated PPP
- On-going public engagement activities
- BMPO fact sheet (in English and Spanish)
- Sponsorship for Transportation Lecture event with partnership from Bend Chamber and Building a Better Bend in November 2021⁴

⁴ Link to recorded November 2021 MPO sponsored Transportation Planning Lecture: [Past Lectures \(buildingabetterbend.org\)](https://www.youtube.com/watch?v=Q2dfgeSJHU) or <https://youtu.be/vQ2dfgeSJHU>

Deliverables:

- Use the public outreach and engagement processes identified for MPO tasks and projects
- Website and social media maintenance
- Seek additional sponsorship opportunities for community engagement in transportation issues facing our community

In-Kind Match Sources Include:

MPO Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Ongoing: July 2022 - June 2023

PEA Supported: Public Involvement

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 (2021) 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. In FY2021-22, staff completed a concerted effort connecting with and engaging several community organizations representing various underserved populations. This was done to inform the PPP update and work towards building community relationships. Staff also worked with City staff in establishing a DEIA program during FY2021-22, and an interactive mapping tool to help identify areas containing higher than average traditionally underserved populations.

For FY2022-23, staff will continue development of the demographic mapping tool to include additional datasets to assist in more equitable planning decisions. Examples include adding crash locations, as well as proposed project locations for projects seeking MPO funding. Staff will also continue work with the City's DEIA groups, most notably the new community relations manager who will be assisting staff in improving outreach to harder to reach populations. Staff expects to 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.

Previous Work Completed:

- Title VI Annual Report
- Updated demographic mapping
- Development of equity mapping tool

Deliverables:

- Continued development of equity mapping tool
- Updated population mapping
- Assessment of transportation investments (partnership with City of Bend)
- Coordination with city staff to assist with outreach

In-Kind Match Sources Include:

City of Bend Staff Services, MPO Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Title VI annual report: 2nd quarter
Population mapping: 3rd quarter
Assessment of transportation investments: schedule to be determined
Coordination with city staff: ongoing

PEA Supported: Equity, Public Involvement, Complete Streets

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. Some work will be initiated in the current fiscal year and will likely extend into FY2022-23.

Previous Work Completed:

- Initiated work in 4th Quarter 2022

Deliverables:

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

In-Kind Match Sources Include:

MPO Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: 1st and 2nd quarters

PEA Supported: Data, Equity, Public Involvement

Lead Agency: Bend MPO

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

Subtask Letter/Title	FY2022-23			
	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				

Table 5: Task 1 Estimated Timeline



Figure 5: Mobility Hubs - The Bend MPO, in cooperation with Cascades East Transit and the City of Bend, is managing development of a mobility hub feasibility study. More information is available on the following site: <https://cascadeseasttransit.com/about/bend-mobility-hub-feasibility-study/>

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 - UPWP	53,400
In-Kind Local Match - UPWP	8,500
Total Task 2	\$ 106,000
Percent of MPO Program	9.6%

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 is scheduled to adopt the 2024-27 Statewide Transportation Improvement Program (STIP) in spring/summer 2023. Staff will begin development of the 2024-27 MTIP in the first quarter of the fiscal year, with adoption occurring in the 3rd quarter.

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 a prior fiscal year, this workgroup-initiated discussions about other possible software packages for MTIP management and visualization. That discussion has continued through FY2021-22. 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 with the selected vendor that will develop or further refine a tool that will bridge the needs to enhance the MTIP and STIP for Oregon MPOs.

Previous Work Completed:

- Maintenance of the 2021-2024 MTIP
- Participated in quarterly STIP/MTIP meetings

Deliverables:

- Maintenance and amendments to the 2021-24 MTIP
- Development and adoption of the 2024-27 MTIP
- Participation in quarterly MTIP/STIP meetings

- Track workgroup progress for new MTIP software platforms for management/visualization
In-Kind Match Sources Include:
MPO Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Maintenance of 2021-24 MTIP: ongoing
 ODOT development of 2024-27 STIP: 1st – 4th quarters
 Development and adoption of the 2024-27 MTIP: 1st – 3rd quarters
 STIP/MTIP meetings: quarterly meetings
 MTIP management and visualization tools assessment: schedule to be determined

PEA Supported: Public Involvement, FLMA, Complete Streets

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
- Coordination with ODOT to review the proposed updated statewide targets 4th quarter 2022

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.

In-Kind Match Sources Include:

MPO Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Reporting Ongoing
 Review and update MPO targets in 1st – 2nd Quarters of 2022-23

PEA Supported: Data

Lead Agency: Bend MPO

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

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

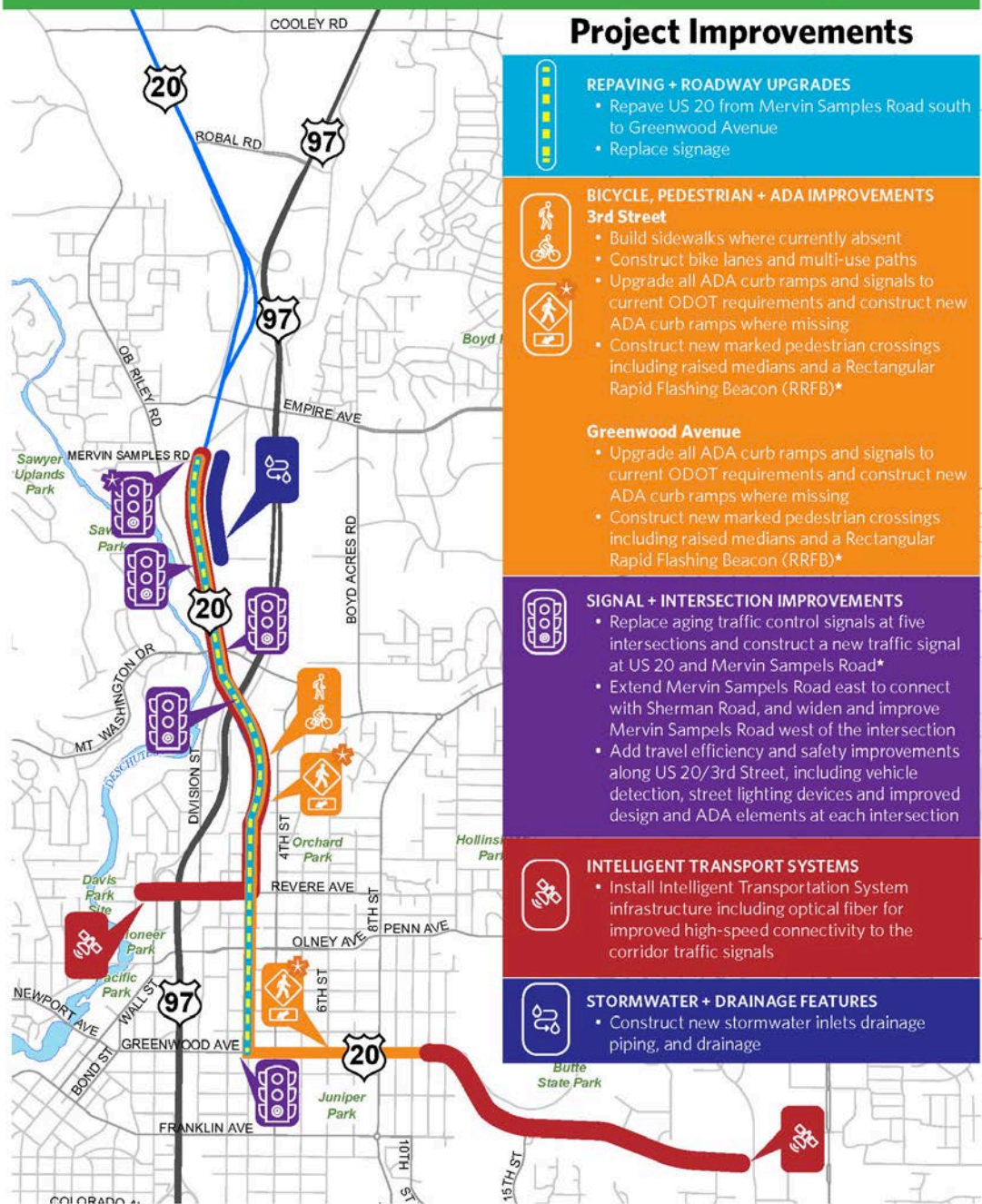


Figure 6: US20 Project - The 2021-24 MTIP includes projects of regional significance, like the US20 project. Construction began in late 2021 and will continue through 2023. This project will also update and improve current transit stops along this corridor.

<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:

- FY2021 report

Deliverables:

- Annual Listing of Federally Obligated Projects for 2022

In-Kind Match Sources Include:

MPO Technical Advisory Committee review, Partner agency reviews and data development

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

PEA Supported: Public Involvement

Lead Agency: Bend MPO

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

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

In FY2019-20 a competitive STBG application process was approved by the Policy Board which 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 FY2022-23, with a review and an update to the application process in FY2021-22.

Previous Work Completed:

- Funding distributions for 2020-24
- Funding agreements with recipients
- Review for possible refinement: STBG funding distribution and application process

Deliverables:

- Completed application cycle for 2025-2027 funds
- Funding agreements, if necessary, for recipients
- Programmed projects

In-Kind Match Sources Include:

MPO Technical Advisory Committee, Regional Agencies

Timeframe: Completed application cycle and funding agreement assistance in the 1st and 2nd quarters

PEA Supported: Complete Streets, Public Involvement, FLMA, Complete Streets

Lead Agency: Bend MPO

Other Agencies Involved: ODOT, Cascades East Transit, City of Bend, Bend Park and Recreation District, Bend-La Pine Schools and Deschutes County

Subtask E.1. Agency and Jurisdictional Coordination - Committees

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

- City of Bend-ODOT monthly staff meetings (City of Bend & ODOT)
- Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 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.
- This committee also serves as the regional transportation safety committee for Safety Implementation work under Task 3, Subtask F.
- Participating in meetings of the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- City of Bend Transportation Team meetings (City of Bend)
- City of Bend Diversity, Equity, Inclusion, and Accessibility Task Force (City of Bend)
- Participate in meetings related to implementation of CET Transit Master Plan (CET)
- Participate in meetings of the Oregon APA Legislative Policy Advisory Committee (Oregon APA)
- Participating in meetings of the Regional Public Transportation Advisory Committee (CET)
- Participating in meetings of the COIC/CET Facilities Committee (CET)
- Participating in the Commute Options for Central Oregon work group (Commute Options)
- Deschutes County TSP update TAC (Deschutes County)
- CET Electrification Study (CET)
- CET Bend to Mt. Bachelor/Elk Lake Summer Shuttle Stakeholder and Partner Group (CET)
- ODOT bikeshare & scooter share workgroup (ODOT)
- ODOT Region 4 Data workgroup (ODOT)
- ODOT Traffic Records Coordinating Committee (ODOT)
- Oregon Modeling Statewide Collaborative (Executive Committee, Modeling Program Coordination Committee, Emerging Technologies Subcommittee, ABM workgroup, Climate Change Subcommittee)

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.

In-Kind Match Sources Include:

MPO Technical Advisory Committee outreach and review of various committee actions, Regional Agencies work on MPO focused projects

Timeframe: Ongoing: July 2022 - June 2023

PEA Supported: Climate, Public Involvement, Complete Streets, PEL

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 E.2. Agency and Jurisdictional Coordination - Projects

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

- US97 Bend North Corridor (ODOT)
- US 20 (3rd Street) Preservation-Operations-Safety Project (ODOT)
- US97/Baker Road Interchange Area Management Plan (ODOT)
- US20 Refinement Plan (ODOT)
- US97/Reed Market Rd Plan (ODOT)
- City of Bend UGB planning (City of Bend)
- Statewide Bikeshare (ODOT)
- City of Bend CIP projects (City of Bend)
- State of Oregon climate change planning (ODOT and DLCD)
- Alternate on the Policy Coordinating Committee for the Oregon Highway Plan update (ODOT)

As has occurred in prior years, it is anticipated that additional projects will arise in the 2022-23 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/participation at 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

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee for outreach and review, Regional Agencies coordination on these projects.

Timeframe: Ongoing: July 2022 – June 2023

PEA Supported: Climate, Public Involvement, Complete Streets, PEL

Lead Agency: Various

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

Subtask F. Transit Coordination

This subtask involves continued coordination with Cascades East Transit to provide transit planning assistance when needed. This includes initiation and completion of such tasks using FTA 5303 funds.

Deliverables: To be determined

In-Kind Match Sources Include:

Cascade East Transit staff time in these coordinated efforts.

Timeframe: Ongoing: July 2021 – June 2022

PEA Supported: Equity, Climate, Public Involvement

Lead Agency: BMPO, CET

Other Agencies Involved: Deschutes County, ODOT

	FY2022-23			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTIP				
B. Performance Management				
C. Obligated Projects Report				
D. STBG funding				
E1. Agency Committees				
E2. Agency Projects				
F. Transit Coordination				

Table 7: Task 2 Estimated Timeline

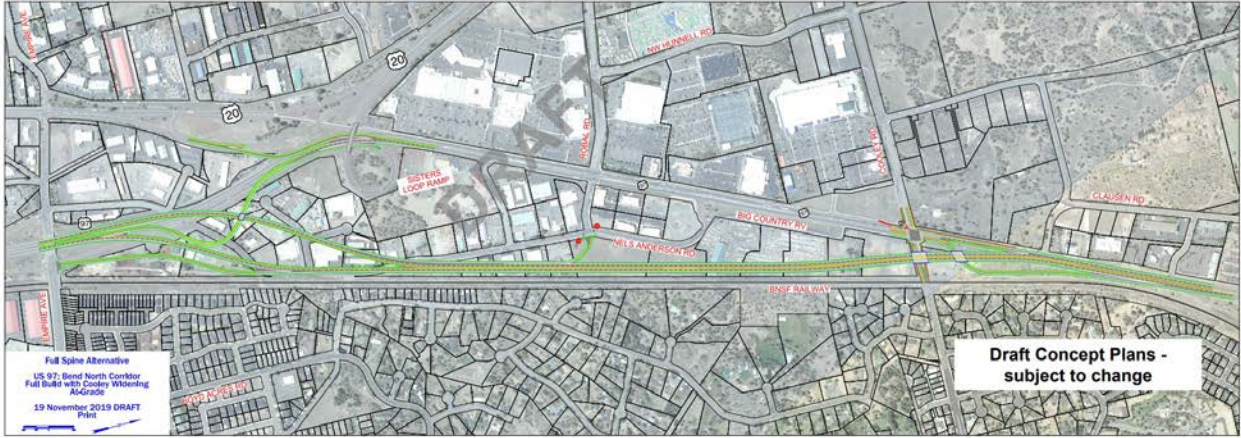


Figure 7: US97 North Corridor Project - The US97 North Corridor project will be the largest project undertaken in the Bend MPO in the past 20 years. The MPO will likely have a role as the project design-build process begins. <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>

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 - UPWP	88,900
STBG - Fund Exchange ¹	100,000
ODOT Safety Funds ²	95,000
In-Kind Local Match - UPWP	11,600
ODOT Safety Local Match ³	19,000
Total Task 3	\$ 350,900
Percent of MPO Program	31.7%

¹ The STBG Fund Exchange program provides local agencies a flexible funding option for delivering transportation improvements. These funds are eligible for local procurement processes without being constrained by federal requirements of a certified fiscal agency.

² ODOT Safety Funds are carried over from FY22 for safety work as identified in Task 3, Subtask D.

³ ODOT safety grant funds require a 20% in-kind match

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), development of the US20 Refinement Plan, development of the US97/Reed Market Rd interchange area 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, completing the US97/Baker Road IAMP, completing the Bend Mobility Hubs Study, and active tracking and engagement in climate change related planning and rulemaking.

Subtask A. Metropolitan Transportation Plan (MTP)

In current MTP was adopted in 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 FY2022-23 and amended into the 2040 MTP. This second phase included relevant components of several external planning processes that concluded after September 2019, including: 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

It is anticipated that additional amendments to the MTP will be required in FY2022-23. These amendments will incorporate the outcomes of various planning efforts, including the US20 Refinement

Plan.

The next MTP update is due in September 2024. Work in FY2022-23 will include development of the scope of work and schedule for the update process, and identification of necessary funding resources and staffing resources (MPO and consultant). Work on initial phases of the plan update will also begin in FY2022-23.

Previous Work Completed:

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

Deliverables:

- Processing of MTP amendments, as needed
- Scope of work and schedule for MTP update
- Initiate work on first phase(s) of MTP update

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee for outreach and review, Regional Agencies

Timeframe:

- MTP amendments, ongoing
- Scope of work and schedule for MTP update: 2nd-3rd quarters
- Initiate MTP update: 4th quarter

PEA Supported: Complete Streets, Equity, Climate, Public Involvement, PEL, FLMA, Complete Streets

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 City of Bend transportation bond measure includes funding to implement some of the projects in the ITS Plan. In FY2022-23, MPO staff will participate on the City's project team to determine the best use of those funds. 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:

- Participation on City team to program transportation bond ITS funding
- Schedule to implement ITS Plan actions
- Action plan to begin implementing the Smart Cities strategy

In-Kind Match Sources Include:

MPO Technical Advisory Committee review, Regional Agencies for updates to plan and implementation of strategies.

Timeframe:

- City transportation bond project team: 1st and 2nd quarters
- Schedule and action plan: 1st and 2nd quarters

PEA Supported: Data, Climate

Lead Agencies: ODOT Region 4 and the City of Bend. The Bend MPO 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/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 and 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. MPO staff are serving on the Project Advisory Committee, and the Policy Board is serving as the Steering Committee. Project completion is expected by summer 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: 1st quarter
- MTP amendments (if needed): 1st quarter

In-Kind Match Sources Include:

Bend MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies participation

PEA Supported: Public Involvement, Complete Streets

Lead Agency: ODOT Region 4

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

Subtask D. 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 (completed 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 with work continuing into FY2022-23. This includes development of a communication safety plan and calendar. An ODOT grant was awarded in the amount of \$95,000 beginning on 10/1/2021 through 9/30/2022. 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 tasked with prevention and reduction of fatal and serious injury crashes.

Previous Work Completed:

- TSAP finalized, October 2020
- Phase One TSAP Implementation completed October 2021

- Phase Two work completed in FFY22:
 - Development of a regional Transportation Safety Committee
 - Update and implement safety communications plan and calendar
 - Grant application to continue work into FY24 with a potential to partial fund the work with local agency funds from an intergovernmental agreement planned.

Deliverables:

- Phase Two FY23 work to be completed:
 - Development of a regional Transportation Safety Committee
 - Update and implement safety communications plan and calendar
 - Work with partner agencies to create and implement an Intergovernmental Agreement with dedicated funding to continue safety committees and communications plans Initiate update to TSAP with new crash data analysis and updated action items as identified in analysis and outreach
 - Conduct 2nd annual online safe travel survey to evaluate safety attitudes and behaviors; compare to 2021 results. Host 2nd Annual Safe Travel Summit.

In-Kind Match Sources Include:

Central Oregon Area Commission on Transportation time serving on the regional Transportation Safety Committee, MPO Policy Board and Technical Advisory Committee for additional outreach and review, Regional agencies for communication efforts to include public information officers and traffic officers within regional emergency service sectors.

Timeframe: 1st - 3rd Qtrs.

PEA Supported: Complete Streets, Public Involvement

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 E. US20 Facility Plan

ODOT Region 4 initiated development of a facility plan for the segment of US20 that extends from 3rd Street (Bend) to Powell Butte Highway (Deschutes County) in winter 2022. ODOT is utilizing 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 twice in FY2022-23. Additionally, MPO staff will serve on the Project Management Team (PMT). MPO staff will provide assistance to ODOT and the consultant team to schedule meetings of the TAC and Policy Board.

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

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: 1st - 3rd Qtrs.

PEA Supported: Complete Streets, Public Involvement, Equity

Lead Agencies: ODOT

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

Subtask F. US97/Reed Market Road Interchange Area Plan

ODOT Region 4 and the City of Bend initiated development of a plan for the US97/Reed Market Road interchange area. In addition to the interchange, the plan is evaluating segments of Reed Market Road, 3rd Street and Division Streets. ODOT is utilizing 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 twice in FY2022-23. Additionally, MPO staff will serve on the Project Management Team (PMT). MPO staff will provide assistance to ODOT and the consultant team to schedule meetings of the TAC and Policy Board.

Previous Work Completed:

- Bend Parkway Facility Plan

Deliverables:

- Scheduled TAC and Policy Board meetings including agenda packets and meeting minutes
- PMT meetings
- US97/Reed Market Road Interchange Area Plan

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies
Timeframe: 1st - 3rd Qtrs.

PEA Supported: Complete Streets, Public Involvement, Equity

Lead Agencies: ODOT

Other Agencies Involved: City of Bend, BMPO and CET

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

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies

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

PEA Supported: Climate, Data, Public Involvement

Lead Agencies: ODOT and DLCDC

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

Subtask H. Transportation Growth Management (TGM) Program - Bend Mobility Hub Feasibility Study

This task includes project management and participation in the development of a mobility hub feasibility study for Cascades East Transit and the City of Bend. The intent of the project is to help determine the best approach to implementation of a mobility hub system for transit and other modes within the city. Project completion is expected summer 2022.

Previous Work Completed:

- Project management of TGM grant funded project

- Project participation as project team member

Deliverables:

- Mobility Hub Feasibility Study

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies,
 Note: this match goes toward an ODOT grant and will not be included with the UPWP match totals.

Timeframe: 1st Qtr.

PEA Supported: Complete Streets, Climate, Public Involvement, Equity, PEL

Lead Agencies: BMPO and ODOT

Other Agencies Involved: City of Bend and CET

	FY2022-23			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTP Maintenance				
B. ITS Plan implementation				
C. US97/Baker Rd IAMP				
D. Safety Action Plan				
E. US20 Facility Plan				
F. US97/Reed Market Plan				
G. Climate Change				
H. Mobility Hubs Study				

Table 9: Task 3 Estimated Timeline



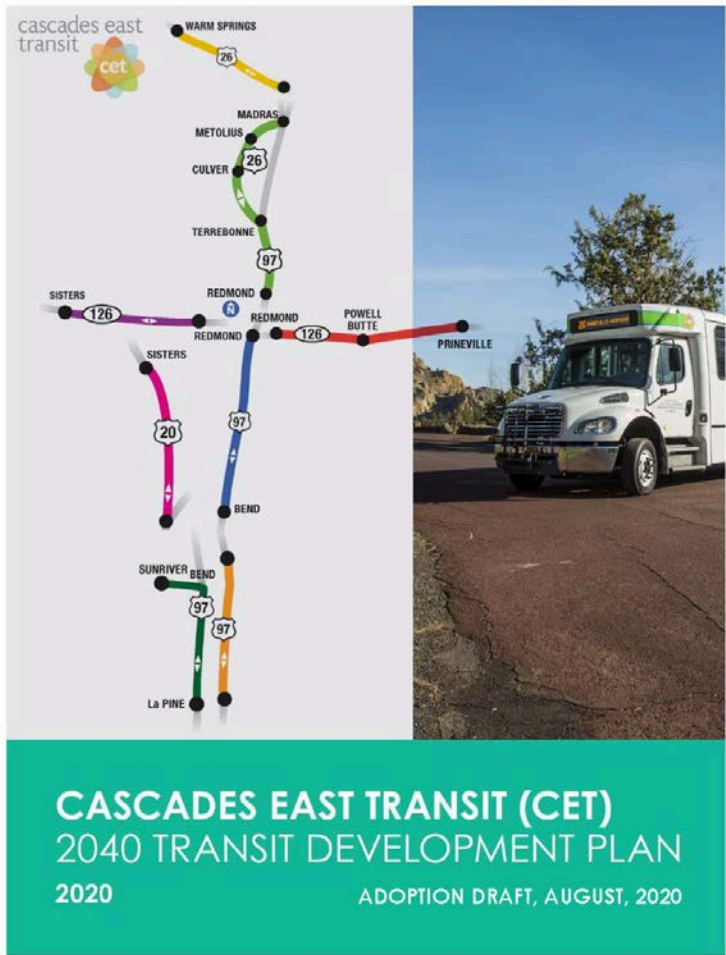


Figure 8: CET Transit Master Plan Update - Cascades East Transit adopted their 2040 Transit Master Plan in 2020. The Bend MPO was a significant funding partner for the plan update.

TASK 4: Travel Demand Modeling and Data Collection and Analysis

Table 10: Task 4 Funding Resources

Task Four	
FHWA PL Funding	\$ 25,300
State Match for FHWA PL	1,000
STBG - Fund Exchange ¹	150,000
STBG - UPWP	17,800
FTA 5303 Funding	5,200
In-Kind Local Match - UPWP	2,600
Total Task 4	\$ 201,900
Percent of MPO Program	18.2%

¹ The STBG Fund Exchange program provides local agencies a flexible funding option for delivering transportation improvements. These funds are eligible for local procurement processes without being constrained by federal requirements of a certified fiscal agency.

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 2021 about coordinating roadway closures and detours with ODOT, the City of Bend and Deschutes County. One outcome of this coordination is development of a new travel model scenario. Additionally, the RITIS transportation data information system may be used to assess and modify detour coordination and routing. As these discussions progress, there will clarity about roles and responsibilities.

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, transportation plans and studies, and capital project development. Work on several major

planning projects has concluded in recent years. The outcomes of those plans will need to be incorporated into the 2040 model scenario. 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 late 2021 to develop a 2019 peak season scenario. This scenario will be used to assist with road closure and detour planning associated with the significant capital project work scheduled throughout the MPO area over the next few years.

2019 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-initiated development of a 2019 peak season scenario in FY2021-22. The scenario will be used to evaluate potential detour impacts and identify possible short-term improvements. Completion of the scenario may extend into the 1st quarter of FY2022-23. The MPO and City of Bend are jointly funding development of this scenario.

2040 Model Scenario Update & Future Updates

The transportation system and land uses are changing regularly within the model area. In FY2021-22, ODOT and MPO staff initiated an update to 2040 model scenario to reflect land use changes associated with several land use master plans and area plans. Completion of the update will likely extend into the 1st quarter of FY2022-23. Given the rapid growth of the Bend and Redmond areas, a process is needed to regularly update the travel model. It is expected that these updates will occur annually. A detailed plan and process will be developed in FY2022-23

2045 Model Scenario

A new future year scenario will be required for the MTP update (Task 3, Subtask A). MPO, ODOT and local jurisdiction staff will develop a scope of work and schedule to create this scenario and initiate development of the scenario.

Future Model Plan

Staff from Oregon's MPOs and ODOT TPAU are developing a preliminary plan to transition the state's travel models, including the Bend Redmond model, to an Activity Based Model platform. Work on this effort was initiated in late FY2021-22 and will extend through FY2022-23. The plan includes detailed information about the process, including needed data, resources, and timelines. This work will be completed by a consultant services contract managed by ODOT. Resource (funding and staffing) commitments will be determined in FY2022-23.

Previous Work Completed:

- Development of 2019 model scenario
- Initiated development of 2019 peak season model scenario in FY2021-22
- Initiated updates to 2040 model scenario in FY2021-22

Deliverables:

- Work program, schedule and updates the 2040 model scenario to reflect outcomes of various planning efforts
- 2019 peak season model scenario
- Work program, schedule and initiate development of 2045 model scenario for use in

MTP update

- Develop process to annually update the travel model to reflect significant land use and transportation system updates
- Participation in the statewide effort to transition the 4-step models to an activity-based platform

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies and City of Bend Transportation Bond Oversight Committee., Updates to the 2045 model scenario will be funded by the STBG Fund Exchange and will not require an in-kind match.

Timeframe:

- 2019 peak season scenario: 1st quarter
- 2040 model scenario update: 1st – 2nd quarters
- 2045 model scenario: 3rd – 4th quarters
- Process to annually update travel model: 2nd quarter
- Future model plan: ongoing

PEA Supported: Data, Climate, Public Involvement

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. Additionally, significant coordination will occur with consultants working on these projects.

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 FY2022-23. 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

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee, Regional Agencies

Timeframe: Ongoing: July 2022 – June 2023

PEA Supported: Data, Climate, Public Involvement

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 Collaborative

The Oregon Modeling Statewide Collaborative (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, Climate Change Subcommittee, Technical Tools Subcommittee, Travel Survey Subcommittee, and Emerging Technologies workgroup. In FY2021-22, the Travel Survey Subcommittee developed 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 Policy Committee
- Participation in meetings of the Executive Committee (about 4 meetings per year)
- Participation in subcommittee meetings (MPC, Technical Tools and Travel Survey)

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee, Regional Agencies

Timeframe: Ongoing: July 2022 – June 2023

PEA Supported: Data, Climate

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 OMSC has initiated work on the next household travel survey. The OMSC hired a consultant team for the survey. MPO staff are actively engaged in the planning process. Staff will also work with the Policy Board 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

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Ongoing: July 2022 – June 2023

PEA Supported: Data, Equity, Public Involvement

Lead Agency: OMSC, Lane Council of Governments (LCOG) and Metro (Portland)

Other Agencies Involved: ODOT Region 4, ODOT TPAU, Oregon MPOs 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 addition to many mobile counting units. 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.

Bend MPO staff have worked with ODOT on many research projects regarding collection of pedestrian and bicyclist volume data. Bend MPO staff will continue to participate in research committee projects to use the data for analysis and tracking.

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 update to the TSAP data will occur in FY23.

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.

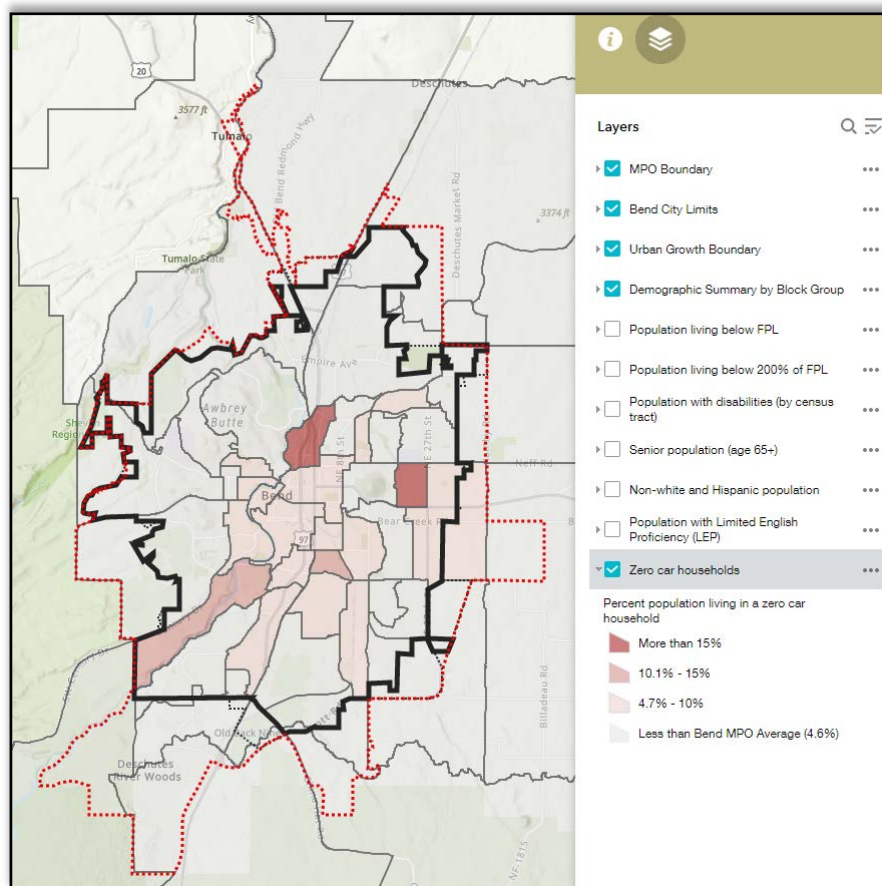


Figure 9: Equity Demographic Viewer

The Equity Demographic Viewer application was developed by the Bend MPO to display seven key equity demographic datasets which are sourced from the ACS 2019 5-year estimate data.

The equity demographic datasets included are as follows: Population living below the Federal Poverty Level (FPL), Population living below 200% of FPL, Population with disabilities (by census tract), Senior population (age 65+), Non-white and Hispanic population, Population with Limited English Proficiency (LEP), Zero car households. Use this link to access the demographic viewer for the Bend MPO:

<https://bendoregon.maps.arcgis.com/apps/webappviewer/index.html?id=d896e2e8b88743c29155c5ba60262a77>

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 tracked
- Update to ODOT safety data in TSAP for Bend MPO area
- Collaboration, data collection and analysis for Non-motorized Travel Activity Estimation Projects
- Continue multimodal data collection program with City of Bend staff
- Use the data to inform performance-based planning objectives
- Include Equity data in programming and publicly accessible tools

In-Kind Match Sources Include:

MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies, City of Bend Transportation and Mobility Division data development, equipment deployment and program maintenance.

Timeframe: Ongoing July 2022-June 2023

PEA Supported: Equity, Data, Public Involvement

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

	FY2022-23			
Subtask Letter/Title	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

COVID Relief Program

TASK 1: COVID Relief Program

Table 12: Task One COVID Relief Program

Task One	
COVID Relief Funding	\$ 1,500,900

Description: This program and task relate to the COVID relief funding. A The Bend MPO received \$1,500,900 from the Coronavirus Response and Relief Supplemental Appropriations Act Funds. These funds are included as the beginning working capital for FY 2022-23.

The funds will be directed to local jurisdictions through an interagency transfer and will be processed through a public process with Bend MPO Policy Board deliberations and decisions. The Bend MPO TAC and Policy Board will develop a process to allocate these funds in FY23. ODOT received COVID relief funding for Oregon Counties, Cities, and MPOs and allocated them through an existing formula based on population and other factors. Visit this link for more detail: https://www.oregon.gov/odot/STIP/Pages/COVID_Relief_Funding.aspx

Subtask A. COVID Relief Funding

ODOT received the federal funds and transferred the funds to counties, cities and small MPOs. Distribution of the funds was based on the established allocation agreement between ODOT, the League of Oregon Cities, and the Association of Oregon Counties.

The purpose of the HIP-CRRSAA or COVID Relief Funding is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs.

COVID Relief Funding Allocations to Small MPOs from ODOT are listed in Table 13.

Table 13: Covid Relief Funding Oregon Small MPO Allocations

MPO Region	COVID Relief Funding Allocated
Albany	\$959,841
Bend	\$1,500,857
Corvallis	\$1,025,840
Grants Pass	\$810,819
Medford	\$2,515,367
Milton-Freewater	\$107,173
Rainier	\$29,099
Total for Small MPOs	\$6,948,997

To find out more about ODOT COVID Relief Funding or HIP-CRRSAA funding for Counties, Cities and MPOs, visit https://www.oregon.gov/odot/STIP/Pages/COVID_Relief_Funding.aspx

The Consolidated Appropriations Act (signed into law on December 27, 2020) included

transportation funding. The Bend MPO received approximately \$1.5 million in Fall of 2021. The MPO must program the funds by September 2024, and the project(s) must be complete by 2029. Staff will continue to work with local agency partners, the TAC and the Policy Board to identify and program the funds. Funds are expected to be transferred to a local agency thru a future project funding decision made by the Policy Board. The funds were provided directly to the MPO from ODOT.

Previous Work Completed:

- Reviewed funding source and timelines with TAC and Policy Board
- Coordinated discussions with the Policy Board about possible uses of the funds
- Coordinated discussions with MPO partners for priority projects

Deliverables:

- Programmed project(s)
- Funding agreements for sub recipients

In-Kind Match Sources Include:

MPO Technical Advisory Committee outreach and review of potential funding options, Regional Agencies

Timeframe:

- Programed projects discussion: 4th quarter FY2021-22 through 2nd quarter FY2022-23
- Funding agreements and transfers: 4th quarter FY2021-22 through 2nd quarter FY2022-23

PEA Supported: Complete Streets, Public Involvement, Climate

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

	FY2022-23			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. Covid Funding Relief				

Table 14: COVID Relief Program Task 1 Timeline

A summary of the FY2022-23 budget is shown on the following table and graphs.

Table 15: Bend MPO DRAFT Budget Summary

Fiscal Year 2022-23 Budget Summary			
Resources		Requirements	
Beg. Working Capital/COVID Relief Funding ¹	1,500,900		
FHWA PL ²		By Budget Category (Rounded):	
Federal Share	168,700	MPO Program	\$ 1,006,000
FTA Section 5303	51,600	Loan Repayment	-
STBG - UPWP	355,800	Contingency	100,000
STBG - Fund Exchange ³	250,000	COVID Relief Program	1,500,900
ODOT Safety Funds	95,000		
Total Grant Funding	\$ 2,422,000	Total Budgeted Appropriations	\$ 2,606,900
FHWA PL ²		By Task:	
State Match	19,300	MPO Program	
FTA Local Match ⁴	6,000	Task 1: Dev. & Program Management	\$ 447,200
STBG Local Match - UPWP ⁴	40,600	Task 2: Short Range Planning	106,000
ODOT Safety Local Match ⁴	19,000	Task 3: Long Range Planning	350,900
Total Match Funding	\$ 84,900	Task 4: Modeling and Data Collection	201,900
City of Bend Loan	100,000	COVID Relief Program	
		Task 1: COVID Relief Funding	1,500,900
		Total Program	\$ 2,606,900
Total Budgeted Resources	\$ 2,606,900	Total Budgeted Requirements	\$ 2,606,900

¹ COVID Relief Program funding is a one-time allocation based on the Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021. This funding is considered beginning working capital due to being received in FY 2021-22. There are no match requirements for these funds. See COVID Relief Program, Task One in the UPWP for additional information.

² The FHWA PL funds are awarded at 89.73% with a requirement for a 10.27% local match. ODOT provides this match requirement with State funds under the ODOT-MPO annual funding agreement.

³ The STBG Fund Exchange program provides local agencies a flexible funding option for delivering transportation improvements. These funds are eligible for local procurement processes without being constrained by federal requirements of a certified fiscal agency.

⁴ Local match for the FTA, ODOT Safety Division and STBG-Federal 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 Local Partners In-Kind Match in the Line Item Budget, Table 18.

Table 16: Bend MPO FY2022-23 Expenditures by Agreement with Match Rate

Table 16 shows the UPWP ODOT/MPO Intergovernmental Agreement (consistent with 23 CFR 420.111) with funding breakouts by source and match requirement.

MPO Program Tasks	UPWP ODOT/MPO Intergovernmental Agreement (IGA)					Local In-Kind Match 10.27%, 5303	Local In-Kind Match 10.27%, STBG	Subtotal
	Federal Funds, PL	Federal Funds, STBG	Federal Funds, 5303	State and Local Match Rate	State Match			
1. Program Management	\$ 101,200	\$ 195,700	\$ 13,500	10.27%	\$ 13,500	\$ 1,500	\$ 22,400	\$ 347,800
2. Short Range Planning	\$ 21,100	\$ 53,400	\$ 20,600	10.27%	\$ 2,400	\$ 2,400	\$ 6,100	\$ 106,000
3. Long Range Planning	\$ 21,100	\$ 89,000	\$ 12,900	10.27%	\$ 2,400	\$ 1,500	\$ 10,200	\$ 137,100
4. Data & Analysis	\$ 25,300	\$ 17,800	\$ 5,200	10.27%	\$ 1,000	\$ 590	\$ 2,000	\$ 51,890
	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
Total	\$ 168,700	\$ 355,900	\$ 52,200		\$ 19,300	\$ 5,990	\$ 40,700	\$ 642,790

Table 17: Bend MPO FY2022-23 Expenditures by Agreement and Source

Table 17 shows the Bend MPO UPWP ODOT/MPO Intergovernmental Agreements for all funding sources including Table 16 totals, STBG Fund Exchange Agreement, ODOT Safety Grant and InterAgency Transfer (consistent with 23 CFR 420.111)

Task	UPWP ODOT MPO IGA	ODOT/MPO STBG Fund Exchange Agreement #34746			ODOT Safety Grant #SA-22-25-03 DESCHUTES SAFE COMMUNITY		City of Bend Loan	Covid Relief Funding	Total (Rounded)
	Subtotal IGA, See Table 16 for details	Federal STBG, before Exchange	State Funds, after STBG 90% Exchange	State STBG Exchange Rate, no Match	State Funds, Safety Division Grant	Safety Division Grant In-Kind Match 20%			
MPO Program									
1. Program Management	\$ 347,800	\$ -	\$ -		\$ -	\$ -	\$ 100,000	\$ -	\$ 447,800
2. Short Range Planning	\$ 106,000	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 106,000
3. Long Range Planning	\$ 137,100	\$ 111,111	\$ 100,000		\$ 95,000	\$ 19,000	\$ -	\$ -	\$ 351,100
4. Data & Analysis	\$ 51,890	\$ 166,667	\$ 150,000	90%	\$ -	\$ -	\$ -	\$ -	\$ 201,900
COVID Relief Program									
1. COVID Relief Program	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 1,500,875	\$ 1,500,900
Total	\$ 642,790	\$ 277,778	\$ 250,000		\$ 95,000	\$ 19,000	\$ 100,000	\$ 1,500,875	\$ 2,607,700

Figure 10: Bend MPO FY2022-23 Expenditures by Task

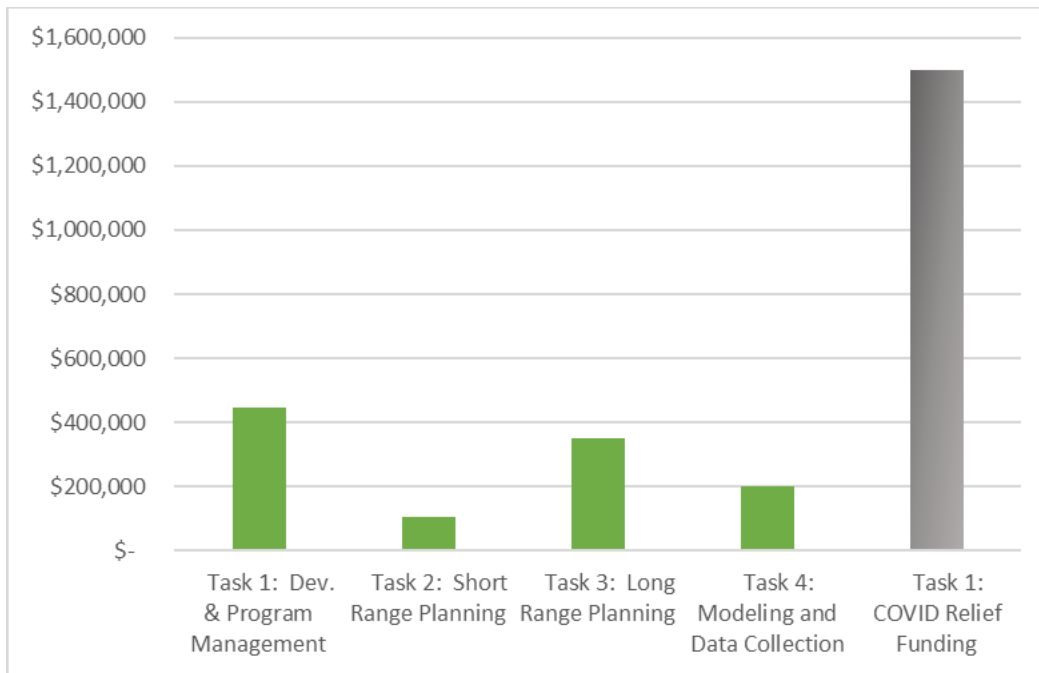
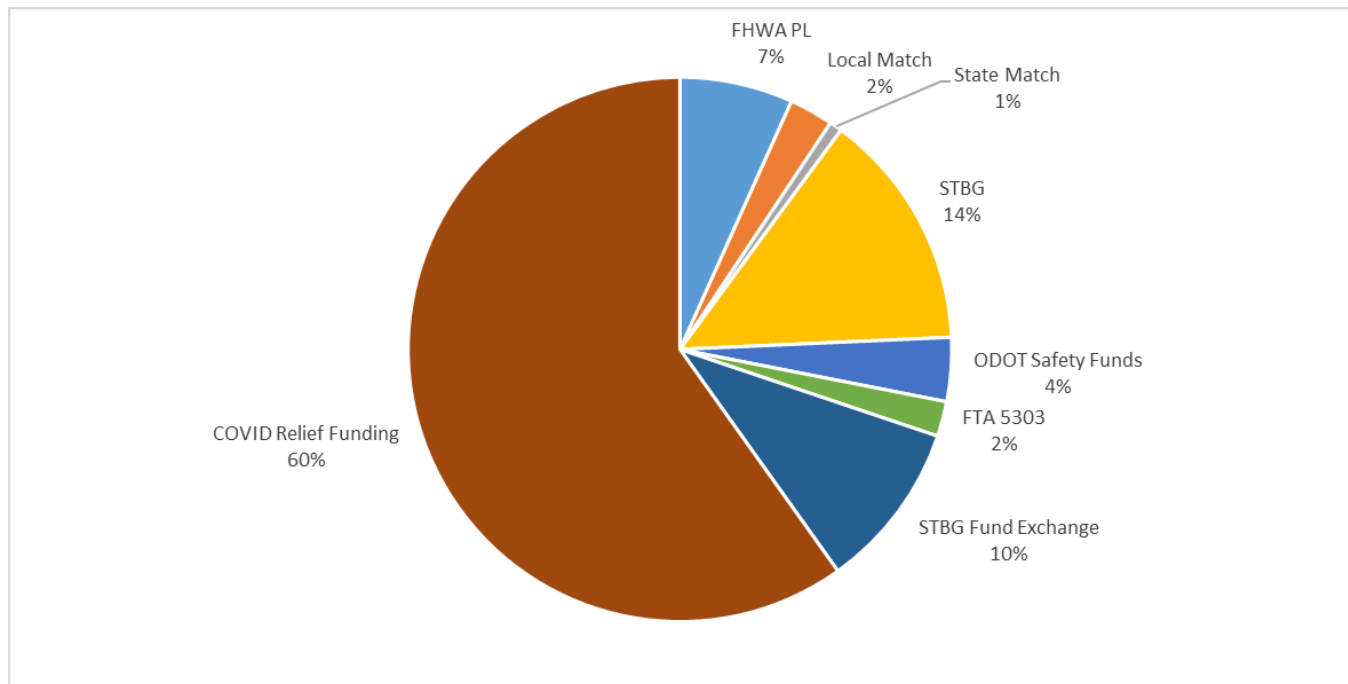


Figure 11: Bend MPO FY2022-23 Funding Resources Chart



Significant Budget Changes from the Previous Year

Resources (*Table 18, Line 1*) includes state funds from COVID-19 Relief Funding. In 2021, Oregon Transportation Commission (OTC) allocated COVID-19 Relief Funding under an existing federal fund share agreement between ODOT, small Oregon MPOs, Association of Oregon Counties, and League of Oregon Cities. In this allocation process, Bend MPO received \$1,500,857 in state funds. COVID Relief funding is a onetime allocation based on the Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021. The appropriation of these federal funds was directed to ODOT. These funds were allocated to local government funding, state highway operation and accessible curb ramps by action of the Oregon Transportation Commission in March 2021.

https://www.oregon.gov/odot/Get-Involved/OTCSupportMaterials/Agenda_H_COVID-19_Relief_Funding_Ltr.pdf

Resources (*Table 18, 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 2022 -23 ending by 9/30/2023. Additional details about this project are provided at www.bendoregon.gov/transportationsafety

Financial Policies

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 FY2022-23 is shown on Table 18. Descriptions for some budget lines are provided below.

Beginning Working Capital (Table 18, line 1)

Beginning Working Capital at July 1, 2021 is available due to receipt of COVID Relief Funds

Federal Pass-through Grant - ODOT (Table 18, 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 18, line 4)

The required match for FTA 5303 and STBG federal 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 local projects in collaboration with the MPO and our partners. 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 18, line 32)

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).

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

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

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

City of Bend Support, Interagency (Table 18, line 40)

The FY 2022-23 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. 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

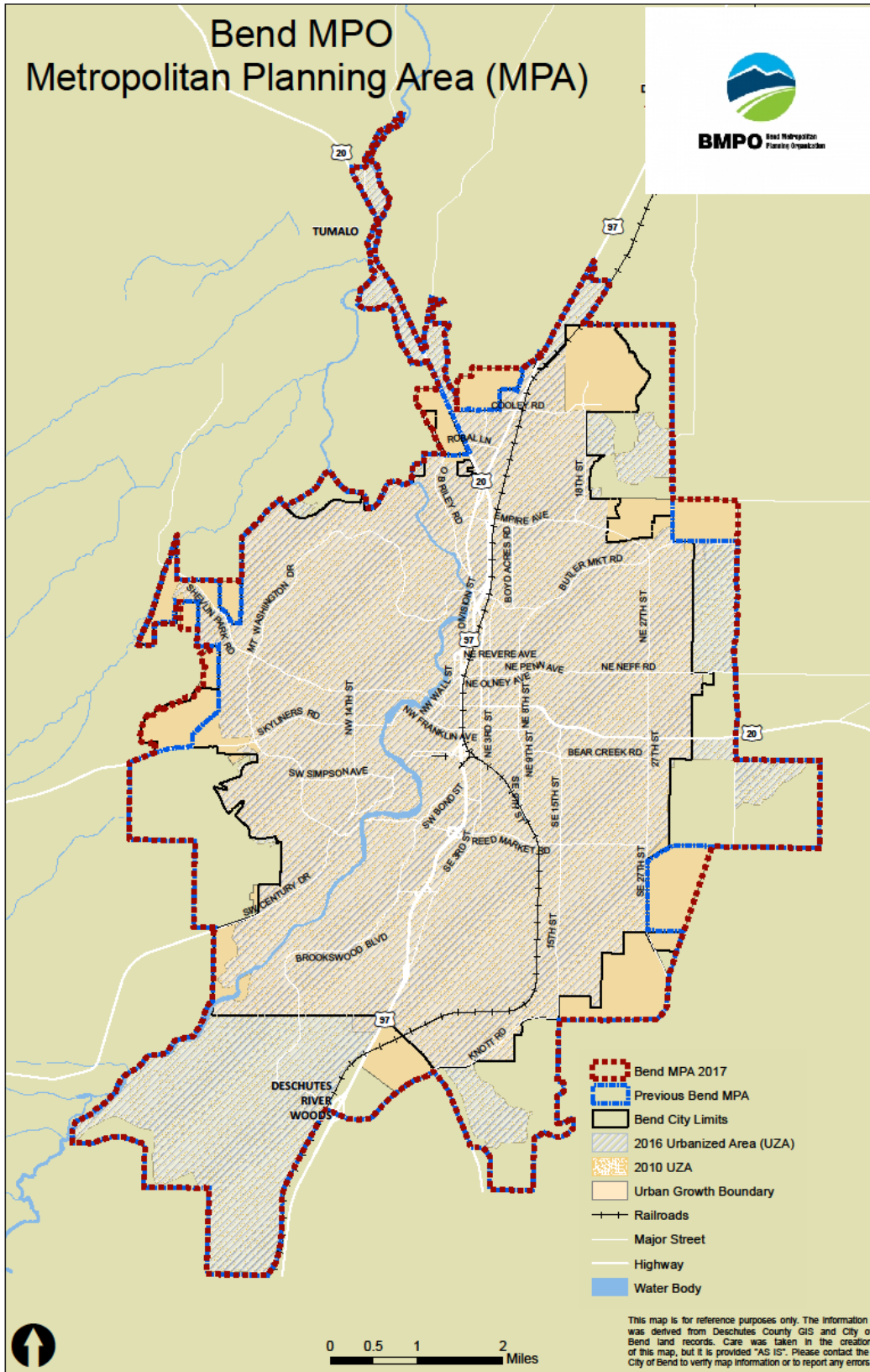
Table 18: MPO Line Item Budget for Fiscal Year 2021-2022

Line No.	Account Description	FY21-22 Revised Budget	FY21-22 Actuals (as of 3/28/2022)	FY21-22 Year End Projection	FY22-23 Adopted Budget
1	Beginning Working Capital ¹	\$ 100,000	\$ 70,000	\$ 70,000	\$ 1,500,900
2	Federal Pass-through Grant - ODOT	791,100	234,374	791,100	921,100
3	State Match	19,300	14,158	19,300	19,300
4	COVID Relief Funding	-	1,500,857	1,500,900	-
5	Bend/Deschutes County In-Kind Match	66,200	-	66,200	65,600
6	Loan from City of Bend General Fund ²	100,000	-	-	100,000
7	Total Resources	\$ 1,076,600	\$ 1,819,389	\$ 2,447,500	\$ 2,606,900
8	Requirements:				
9	Regular Salaries	\$ 254,000	\$ 143,404	\$ 252,200	\$ 269,800
10	Other Payouts	3,200	4,123	4,200	5,000
11	Overtime	1,500	863	1,200	1,500
12	Social Security Tax	16,100	8,884	16,000	17,200
13	Medicare Tax	3,800	2,078	3,600	4,000
14	Unemployment	300	149	300	300
15	Workers Compensation	100	56	100	100
16	PERS IAP	15,500	8,668	15,200	16,600
17	PERS OPSRP	38,100	21,016	34,400	37,500
18	PERS Debt Service	6,500	2,889	5,000	5,500
19	Workers Compensation Insurance	1,100	611	1,100	1,800
20	Disability Insurance	700	384	700	700
21	Life Insurance	300	150	300	300
22	High Deductible - Premium	40,900	20,854	36,700	41,800
23	High Deductible - Deductible	9,500	5,398	9,500	10,000
24	High Deductible - Coinsurance	1,900	258	400	1,000
25	Dental Insurance - Premium	3,000	1,439	2,600	2,900
26	Telemed Service	100	85	100	100
27	OPEB Funding	6,600	3,287	4,000	4,000
28	Employee Parking	500	199	400	1,100
29	Section 125 Benefits	300	179	300	400
30	Alternate Modes	300	-	-	-
31	Total Personnel Services	\$ 404,300	\$ 224,974	\$ 388,300	\$ 421,600
32	Professional Services - Legal	5,000	4,870	5,000	5,000
33	Professional Services - Consulting	326,500	69,385	349,400	439,000
34	Professional Services - Financial Audit	5,200	-	5,200	5,200
35	Software Maintenance	2,500	400	2,500	2,500
36	Postage	100	-	-	100
37	Advertising	700	-	-	700
38	Copiers	100	-	-	-
39	City of Bend Support, Interagency	53,600	31,265	53,600	53,600
40	Equipment	300	-	-	-
41	Technology Equipment	3,500	-	-	3,500
42	Mobile Device Services	500	-	-	500
43	Office Supplies	200	-	-	200
44	Employee Costs	1,500	-	-	900
45	Employee Costs - Training	-	165	500	1,500
46	Employee Costs - Licenses & Dues	1,700	2,461	2,500	2,500
47	Community Education & Outreach	800	500	1,000	1,200
48	Insurance Premium	2,400	2,400	2,400	2,400
49	In-Kind Match	66,200	5,200	66,200	65,600
50	Total Materials and Services	\$ 471,700	\$ 116,646	\$ 488,300	\$ 584,400
51	Loan Repayment	100,000	70,000	70,000	-
52	COVID Relief Interagency Transfer		-	-	1,500,900
53	Contingency	100,000	-	-	100,000
54	Total MPO Program	\$ 1,076,000	\$ 411,620	\$ 946,600	\$ 1,106,000
55	Total COVID Relief Program				\$ 1,500,900
56	Ending Working Capital	\$ -	\$ 1,407,769	\$ 1,500,900	\$ -

¹ Line 1 represents the Beginning Working Capital for the MPO fund. For the proposed budget, the 2022-23 Beginning Working Capital is the amount of the COVID Relief funding.

² Line 5 represents the loan amount expected and/or received on June 30, 2023, 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.

Figure 12 Bend MPO Boundary



APPENDIX A: Summary of Deliverables from the 2021-22 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
- Approved & executed contracts
- Appointed 2 new citizen members to the Budget Committee
- 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 Facebook page and email lists
- Updates and edits of MPO web pages
- 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
- Attendance at trainings & seminars
- 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

Task 2.0 Short Range Planning

- Maintenance of 2021-2024 MTIP
- Participation in STIP/MTIP coordination meetings
- Annual Listing of Obligated Projects
- Updates to the STBG funding distribution process
- 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
 - Deschutes County Bicycle and Pedestrian Advisory Committee
 - Deschutes County STF Committee
 - CET Regional Public Transportation Advisory Committee

- COIC Facilities Committee
- CET Vehicle Electrification committee
- City of Bend-ODOT monthly staff meetings
- Member of the Oregon APA Legislative Policy Advisory Committee
- City bike share & scooter 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 additional 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.
- 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 hub in the MPO. Work began in December 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.
- Developed new 2019 base year model scenario
- Developed 2019 peak season model scenario
- Initiated updates to 2040 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 Statewide Collaborative (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 bi-weekly or monthly 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.
 - Provided data support to City of Bend for several capital improvement projects.

APPENDIX B: 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 2022-23 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: FY2022-23

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) US20 Facility Plan

Project Lead: ODOT Region 4

Project Timeline: winter/spring 2022 through winter 2023

Project Budget: not yet available

Website: not yet available

ODOT Region 4 initiated development of a Facility Plan for US20 in spring 2022. 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.

3) US97/Reed Mkt Rd Plan

Project Lead: ODOT Region 4

Project Timeline: spring 2022 through winter 2023

Project Budget: not yet available

Website: not yet available

ODOT Region 4, in cooperation with the City of Bend, initiated development of a plan for the US97/Reed Market Rd interchange, including Reed Market Road from Bond Street to 4th Street, and 3rd Street from Cleveland Avenue to Brosterhouse Road in spring 2022. 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.

4) US97/Baker Road Interchange Area Management Plan

Project Lead: ODOT Region 4

Project Timeline: December 2021 through summer 2022

Project Budget: Unknown

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97BakerRd>

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. ODOT works collaboratively with local road jurisdictions (cities, counties, MPO's and tribes) to identify and fund safety projects. 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: FY2020-23

Project Budget: \$18 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011> and STIP Project 14892 for the US20 at Tumalo corridor study.

Pavement preservation, lighting, signs, multi-use trail, and roundabouts at Cook Ave and Old Bend-Redmond Highway. US20 at Tumalo corridor study to develop solutions, perform traffic analysis and complete design through the Design Acceptance Phase that addresses both short-term and long-term safety and congestion problems along US20 in Tumalo. Complete design and construct a multi-use path to address bicycle and pedestrian safety in the project corridor.

7) City of Bend Signal Upgrades

Project Lead: ODOT Region 4

Project Timeline: FY2021-23

Project Budget: \$1.8 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19806>

The project will improve safety by installing proven and cost-effective countermeasures such as new signal heads and signage, reflectors, yellow flashing lights, fiber, controllers and other features.

8) US20: Purcell to 15th Street

Project Lead: ODOT Region 4

Project Timeline: FY2021-23

Project Budget: \$3.4 million (\$1.9 million ODOT, \$1.5 million City of Bend)

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21489>

This project will be providing access, mobility, and safety upgrades to U.S. 20 (Greenwood Avenue) between Purcell Avenue and 15th Street. This work will include:

- Reconstruction of intersection ramps to meet current ADA standards
- Improvements to sidewalks and driveways
- Sign updates at local street intersections
- Enhanced pedestrian and bicycle crossing at 4th Street

9) Archie Briggs Road Bridge (Bend)

Project Lead: ODOT Region 4

Project Timeline: FY2022

Project Budget: \$800,000

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

10) US20 Empire-Greenwood Preservation/Operations/Safety Project

Project Lead: ODOT Region 4

Project Timeline: FY2017-23

Project Budget: \$17 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21483>

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

11) US97: Baker Road to Lava Lands Visitor Center

Project Lead: ODOT Region 4

Project Timeline: FY2018-24

Project Budget: \$5.8 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20714>

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

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=21229>

Implementation of phase 1 of the North Corridor EIS.

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) US20/Hamby Rd intersection

Project Lead: ODOT

Project Timeline: 2020-2021

Project Budget: \$6 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21667>

Construct a roundabout at the US20/Hamby Rd intersection.

15) US97 Road Weather Management (Bend to La Pine)

Project Lead: ODOT

Project Timeline: 2020-2022

Project Budget: \$2.4 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21501>

This project entails Installation of Road and Weather Information system (RWIS), speed sensors, travel time readers and changeable message signs at seven locations between the cities of Bend and La Pine to improve safety along the U.S. Hwy. 97 corridor.

16) US97 Redmond-Bend

Project Lead: ODOT

Project Timeline: 2021-2022

Project Budget: \$5 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20357>

This project addresses safety on a 9-mile corridor on U.S. 97 between the cities of Redmond and Bend. The design phase was completed in 2019, with construction anticipated to begin 2021.

17) City of Bend Local Street Safety Program

Project Lead: City of Bend

Project Timeline: FY2021-2023

Project Budget: \$13 million

Website: <https://www.bendoregon.gov/city-projects/infrastructure-projects/citywide-safety-improvements>

Design and construct a series of safety countermeasure projects on local streets throughout Bend

18) City of Bend Accessibility Projects

Project Lead: City of Bend

Project Timeline: FY2021-25

Project Budget: \$3.4 million

Website: <https://www.bendoregon.gov/city-projects/city-infrastructure-projects/citywide-accessibility-improvements>

The City will construct accessibility improvements, including curb ramps and sidewalks on parts of several corridors.

19) Newport Avenue projects

Project Lead: City of Bend

Project Timeline: FY2020-23

Project Budget: \$4.1 million

Website: <https://www.bendoregon.gov/city-projects/infrastructure-projects/newport-pipe-replacement>

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

20) Wilson Avenue corridor improvements

Project Lead: City of Bend

Project Timeline: FY2021-23

Project Budget: \$4.5 million

Website: <https://www.bendoregon.gov/city-projects/what-s-being-built/wilson-corridor-improvements>

Construct bicycle and sidewalk improvements and intersection improvements at 3rd Street, 9th Street, and 15th Street

21) Reed Market Rd/3rd Street intersection

Project Lead: City of Bend
Project Timeline: FY2022-25
Project Budget: \$3 million
Website: not yet available

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

22) Brosterhous Rd/Chase Ave intersection

Project Lead: City of Bend
Project Timeline: FY2023-25
Project Budget: \$5 million
Website: not yet available

Design and construct improvements at the Brosterhous/Chase intersection

23) NE 27th Street/Conners Ave intersection

Project Lead: City of Bend
Project Timeline: FY2023-25
Project Budget: \$2.5 million
Website: not yet available

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: FY2021-24
Project Budget: \$3 million
Website: not yet available

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: FY2021-23
Project Budget: \$4 million
Website: <https://www.bendoregon.gov/city-projects/neff-purcell-intersection>

Design and construct improvements at the Neff Road and Purcell Boulevard intersection and construct the last segment of Purcell north of Neff Road

26) City of Bend Stevens Road Tract Planning & Urban Growth Boundary Planning

Project Lead: City of Bend

Project Timeline: 2021-2023

Project Budget: unknown

Website: <https://www.bendoregon.gov/government/departments/growth-management/what-we-re-working-on/stevens-road-tract-concept-plan#ad-image-0>

Develop a conceptual plan for the Stevens Road Tract Plan by summer 2022. The City will likely begin work on a UGB planning process in 2022. The project will identify potential expansion areas and incorporate new state planning requirements related to housing and climate change

27) Reed Market Road/Bond Street roundabout improvements

Project Lead: City of Bend

Project Timeline: 2022-2024

Project Budget: \$750,000

Website: not yet available

Construct improvements at the Reed Market Road/Bond Street roundabout

28) Galveston Corridor improvements

Project Lead: City of Bend

Project Timeline: FY2022-25

Project Budget: \$4 million

Website: not yet available

Design and construct improvements on Galveston between the Deschutes River and 14th Street

29) City of Bend General Obligation Bond projects

Project Lead: City of Bend

Project Timeline: 2021-2029

Project Budget: \$190 million

Website: <https://www.bendoregon.gov/city-projects/safe-travel>

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

30) City of Bend Safety Projects - ARTS

Project Lead: ODOT and City of Bend

Project Timeline: 2021-2024

Project Budget: \$3.2 million

Website: not yet available

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

31) Deschutes County projects

Project Lead: Deschutes County

Project Timeline: 2022-2026

Project Budget: \$6.7 million

Website: <https://www.deschutes.org/road/page/projects>

The current County CIP includes four projects on roadways within or immediately adjacent to the MPO. These include upgrades to Hunnell Road, roundabouts at Powell Butte Hwy/Butler Mkt Rd and Deschutes Market Rd/Hamehook Rd, and pedestrian improvements in Tumalo. Additionally, the County is a significant funding partner on the US20: Tumalo to Cooley Road project (#6) and the US20/Hamby Rd project (#14)

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).

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.

COVID Relief 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. A percentage of these will be distributed to counties, cities and small MPOs. Bend MPO received funding based on the established allocation formula shown on this webpage from ODOT: https://www.oregon.gov/odot/STIP/Pages/COVID_Relief_Funding.aspx

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 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.

HB2017: Keep Oregon Moving

HB 2017 makes a significant investment in transportation to help maintain a vibrant economy with good jobs, create choices in transportation, create a healthy environment, and improve safety. HB2017 includes funding a significant investment on US97 in the Bend MPO. It also increases funding to the City of Bend and Deschutes County for their preservation, maintenance and operations programs.

IIJA: Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act was signed into law by President Joe Biden on Nov. 15, 2021. Also referred to as the bipartisan infrastructure bill, this law authorizes \$1.2 trillion in total spending, including \$550 billion of new spending on hard infrastructure. The law also addresses climate change as it pertains to surface transportation; revises Buy America procurement procedures for highways, mass transit, and rail; implements new safety requirements for all modes of transportation; and directs the Department of Transportation (DOT) to establish a program to ensure the long-term solvency of the Highway Trust Fund. It also incorporates and extends through 2022 the 2021 federal-aid, highway, transit, and safety programs as well as the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs from 2023 through 2026. The IIJA requires MPOs to use 2.5% of their PL funding to support Complete Streets.

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. Bend MPO uses 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.

STBG Fund Exchange

STBG Fund Exchange process is an option for all local partners and applies to Cities with populations 5,000 to 200,000 and all Counties in Oregon. The STBG Fund Exchange program provides local agencies a flexible funding option for delivering transportation improvements without being constrained by federal requirements. Funding may only be used for projects that are consistent with the Oregon Constitution, Article IX, Section 3a. The fund exchange benefits compared to keeping these funds federal are flexible funding, lower oversight costs, no local match requirement and can be more cost effective for small projects. STBG fund exchange allocations have an exchange rate of 90 cents per 1 STBG dollar. For Cities and Counties choosing not to participate in the ODOT fund exchange program and instead receive 100% of the STBG funds - this requires following federal aid project requirements. This means the Local agency works with the ODOT region contact to initiate that process.

<https://www.oregon.gov/odot/LocalGov/Documents/2021%20Fund%20Exchange%20Overview.pdf>

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 2022
 - ODOT and Federal Partner review
 - MPO Policy Board and Technical Advisory Committee review
 - Draft UPWP posted online
- March 2022
 - MPO Policy Board notice of public comment period opens
 - MPO Budget committee scheduled
 - Updated UPWP posted online, shared with local partners and community members
- April 2022
 - MPO Policy Board to review public comments and consider adoption of UPWP and Budget for Fiscal year 2022-23 scheduled for 4/20/2022
 - Final approved documents posted online

The UPWP will be updated with additional comments as they are received. The full FY2022-23 UPWP is posted at www.bendoregon.gov/mpobudget

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Initial review provided many technical comments	ODOT	MPO Staff addressed in updated draft document technical and corrections.	MPO Staff has updated draft document to correct or revise the work program to address these technical comments
It is great to see equity and transit integrated into the UPWP in a thoughtful way. And to see meaningful transit projects included and led by the MPO, like the Mobility Hubs project.	ODOT	We appreciate the positive comments.	No changes.
Bend did a nice job of coordinating some work with TPAU before it went into the UPWP.	ODOT	We appreciate the positive comments.	No changes.

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
<p>How are they going to spend more than three times your normal budget without any increases in staff? It looks like because of Covid relief funds this year you have an additional \$2.6 million on hand instead of the \$800k as you've had the last two years. In reviewing the draft budgeted it appears all the money is toward planning tasks, but no discussion of workload, so how is all the extra work going to get done.</p>	<p>ODOT</p>	<p>The federal COVID funds were exchanged for state funds. The funds will not be used for MPO planning work. It is expected that 100% of the funds will be used for bicycle and pedestrian capital projects. The MPO has the funds in its bank account. Staff will look at other options for including the funds in the MPO budget.</p>	<p>Updated draft document to show these funds are an interagency transfer as a separate task. Refer to Task 5.</p>
<p>In-kind match (Task 1, pg. 19). What work is being done by other agencies to count toward in-kind match? Who is doing the work? Is the work eligible? Don't see anything about donated services in this section.</p>	<p>FHWA</p>	<p>In-Kind Match sources and tasks are now included in each sub-task where applicable.</p>	<p>Updated each Task with in kind match narratives in the Draft UPWP.</p>
<p>Is CET represented on Policy Board?</p>	<p>FTA</p>	<p>Discussed with FHWA and FTA during agency review meeting on Feb 3. Will discuss with current Policy Board. Possibly make CET a non-voting member of the Board.</p>	<p>Discuss with Policy Board in FY 22 & 23. Possibly make CET a non-voting of the Board. Staff to add as future agenda topic, no change to UPWP.</p>
<p>Task 2, pg. 25& 28. Will the COVID funding included in the budget be used for MPO work? Were the federal funds exchanged for state funds? Inclusion of the funds as presented is confusing. May want to see how other MPOs are handling those funds. Could it be removed from Task 2?</p>	<p>FHWA and FTA</p>	<p>The federal COVID funds were exchanged for state funds. The funds will not be used for MPO planning work. It is expected that 100% of the funds will be used for transportation projects. The MPO has the funds in its bank account.</p>	<p>Updated draft document to show these funds are an interagency transfer as a separate task. Refer to Task 5.</p>

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Planning Emphasis Areas. Appreciate listing them in table 3 (pg. 12). Possibly include language how they will be addressed or apply to UPWP work tasks. It is not known when more detailed guidance will be released.	FHWA and FTA	MPO staff will review the UPWP and insert PEA language where appropriate.	Review detailed task descriptions for inclusion of PEAs, where supported.
Complete Streets. The IIJA requires MPOs to use 2.5% of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. There is no guidance yet on this requirement. May want to include language about requirement in UPWP and how we may meet it.	FHWA	MPO staff will identify how we expect to meet this requirement. The MPO is co-leading development of the Mobility Hubs Plan for Bend. The MPO will also be engaged in the Bend pedestrian master planning process.	Reference this requirement in the UPWP (in Appendix C, IIJA) and identify specific work tasks where it will be met. (2.5% of PL Funds)
Is the Task 4 budget sufficient? There is a lot of work included, and the draft budget seems insufficient.	FTA	MPO staff we review and possibly update the budget to reflect the projected work load.	Review and update task 4 budget as needed.
Summary Budget Table, pg. 46. Can we get a breakout in the summary table that shows (from 23 CFR 420.111(b)(1): (i) Federal share by type of fund; (ii) Matching rate by type of fund; (iii) State and/or local matching share; and (iv) Other State or local funds. Look to SKATS for an example.	FHWA	ODOT provided SKATS budget summary table. MPO staff will create a similar table for inclusion	Create a new summary table. See Table 16 and 17 for additional details.
In-kind form must be submitted to ODOT by April	ODOT	ODOT forwarded the most current form. MPO staff will complete and forward the form by early April	Complete and forward the form to ODOT by early April, No action in UPWP.
UPWP amendments (p 6). For UPWP Amendments that involve major work tasks changes or adding additional funding, those need to come through ODOT to FHWA for approval.	FHWA	MPO staff will update UPWP amendment language to clarify review process.	Updated UPWP amendment language to clarify review process.

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Tribal lands coordination (pg. 20). Possibly call-out as a subtask in UPWP. Work with ODOT to formalize process.	FHWA	Listed under Task 1, Subtask A. We will continue to work with ODOT Region 4 staff and possibly develop a formalized process in FY2022-23.	No change to UPWP.
Coordination with federal land management agencies. Possibly have an IGA with USFS about how we will engage with them.	FHWA	MPO staff will consider adding language about initiating a process to engage with the USFS.	Language added to Task 1, Subtask A re: reaching out to USFS to seek engagement in MPO activities/coordination
Table 1 (Pg 9) – It'd be great to have a column for the anticipated date of next adoption/approval for each major plan	FHWA	MPO staff will add a column with expected adoption/approval dates	Updated table
Task 1, pg. 19. How long is it taking after you invoice to get reimbursed by ODOT?	FHWA	Invoices are typically paid within 2 weeks of submission to ODOT	No change to UPWP.
Task 1, pg. 19. The budget includes administrative (indirect costs), does BMPO have an approved ICAP?	FHWA	The MPO has an approved indirect cost allocation plan. That plan is updated each year and submitted to ODOT	No change to UPWP.
Task 2, pg. 25. Where are the in-kind contributions coming from for Task 2? I didn't see anything about donated services in this section.	FHWA		
Task 2, subtask F2. Just a reminder that work on NEPA phases is not eligible for PL funding. It's not clear if these projects are in a planning phase or have advanced beyond.	FHWA	The MPO is not directly funding any of the listed projects. MPO staff participates on advisory committees for some projects and coordinates project updates to the MPO committees.	
Task 3, pg. 32. Where are the in-kind contributions coming from for Task 3? I didn't see anything about donated services in this section.	FHWA	In-Kind Match sources and tasks are now included in each sub-task where applicable.	Updated each Task with in kind match narratives in the Draft UPWP.

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Task 3, Table 8. Are the ODOT Safety funds state funding, not Federal origin correct? Is there a required match? I couldn't track this in the table to know if the match ratios for this section were ok.	FHWA	The safety funds come from ODOT's Safety Division. The funds are federal (NHTSA) and require a local match. That match is provided through in-kind contributions.	
Task 3, Subtask D. Is the grant for the TSP available through 9/30/2023? The UPWP is missing a number, it says 9/30/202.	FHWA	Corrected.	Updated UPWP
Task 4, pg. 39. Where are the in-kind contributions coming from for Task 4? I didn't see anything about donated services in this section.	FHWA	In-Kind Match sources and tasks are now included in each sub-task where applicable.	Updated each Task with in kind match narratives in the Draft UPWP.
Task 4, pg. 43. Are the multimodal counts being donated to the MPO from the City of Bend?	FHWA	In-Kind Match sources and tasks are now included in each sub-task where applicable. This includes coordinated efforts with City of Bend and MPO on count data collection.	See updated UPWP.
Task 4, pg. 39. I think the match is just a tad bit short here to make the 10.27% match requirement	FHWA	Updated	Updated.
Task 4, pg. 44. The Equity Demographic Viewer looks awesome! How is it working for BMPO?	FHWA	Discussed during UPWP review meeting. Just initiated and plan to use for upcoming project application process.	No Change
Task 4, pg. 43. What is the Oregon Traffic Record Coordination Committee?	FHWA	The TRCC is a committee of ODOT's Safety Division. It advises ODOT on management of its traffic records (safety and volume)	No Change

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
Description of line items, pg. 48. FHWA, FTA, ODOT, and BMPO should discuss which services are being donated as in-kind contributions. I have some concerns about it.	FHWA	In-Kind Match sources and tasks are now included in each sub-task where applicable.	Updated each Task with in kind match narratives in the Draft UPWP.
On Page 13, we can do a transit rider survey anytime. Please let me know if you want to combine it with the household survey in terms of timing.	CET	Updated and part of the Transit Corridination work to be considered in TASK 2, Subtask F, Transit Planning Coordination	Updated the household survey work to include a coordinated transit rider survey
On Page 27, which shows the US 20 Empire to Greenwood project. 27 This looks like an image that was copied and pasted, so it may not work, but just an idea - if possible.	CET	Updated	Updated the narrative to add this element to the project on Page 27.

APPENDIX E: MPO UPWP Protocols

As of August 10, 2020

Purpose

The Unified Planning Work Program (UPWP) identifies the planning priorities and activities to be carried out by metropolitan planning organizations (MPOs) within a metropolitan planning area. The UPWP provides a description of the planning work and work products including agency work responsibilities, timeframes, and UPWP budget including cost estimates and funding sources in accordance with 23CFR 450.310 (a).

These MPO UPWP Protocols provides the Federal, State, and MPO stakeholders a transparent process timeline for the UPWP reviews for Federal approval. The purpose of these protocols is to ensure timely, constructive collaboration between the MPO, the Oregon Department of Transportation (ODOT) and Federal agencies in developing our respective planning work programs. All parties are working in good faith to ensure a full formal approval of the UPWP by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

UPWP Process Timeline

Schedule	Responsible Party	Task
September/ October	ODOT Region	Work with MPO staff to share ODOT planning work plans for the coming fiscal year.
	MPO	<ul style="list-style-type: none"> Notify affected jurisdictions that draft UPWP narratives are due by December for the coming fiscal year. Begin developing key planning initiative concepts through their policy and/or technical committees as appropriate.
November/ December	FHWA and FTA	<ul style="list-style-type: none"> Provide any applicable Planning Emphasis Areas and Oregon Planning Focus Areas to ODOT headquarters (HQ), ODOT Regions, and MPOs. By November 30 – Approve draft UPWP meeting agenda
	ODOT HQ	<ul style="list-style-type: none"> Provide estimated funding allocations to MPOs based upon funding allocation methodology. Request from FHWA and FTA dates of availability for in-person UPWP reviews with MPOs between the month of February and if needed through the second week of March Schedule in-person review meetings with MPOs, FHWA, FTA, and ODOT Regional Staff. Send notification (date, time and location of meeting) letter to MPO Directors to review

Schedule	Responsible Party	Task
		<p>before final letter is sent to FHWA, FTA and others.</p> <ul style="list-style-type: none"> Send draft meeting agenda to MPOs
January	MPO	<ul style="list-style-type: none"> Three Weeks Prior to UPWP Meeting – For UPWP meetings scheduled in January, submit draft UPWP (including budget estimate) to ODOT HQ, FHWA, and FTA. By January 30 - For UPWP meetings scheduled in February, submit draft UPWP (including budget estimate) to ODOT HQ, FHWA, and FTA. Missing this deadline could result in your UPWP meeting being rescheduled.
	ODOT HQ	<ul style="list-style-type: none"> Distributes draft UPWP to ODOT Regions and HQ subject matter experts for review and comment. 1 Week Prior to UPWP Meeting - Consolidate all ODOT comments and distributes to the respective MPO staff with a copy to FHWA and FTA.
	FHWA and FTA	1 Week Prior to UPWP Meeting - Provide comments to the respective MPO with a copy to ODOT HQ and ODOT Region.
January/February/March	All	By March 10 - Hold all in-person MPO UPWP meetings.
	MPO	Are responsible as part of the in-person meetings to assure they understand the various comments and recommendations received from ODOT, FHWA, and FTA.
March/April/ May	MPO	By March 15 - Prepare an amended UPWP based upon comments from ODOT, FHWA, and FTA and a Comment Response Log listing each comment received (written and from the in-person meeting and how it was addressed in the amended UPWP). It is anticipated this could be a simple table.
	MPO if using in-kind match	By April 1 - Submit documentation to ODOT HQ Program and Funding Services (PFS) to request approval to use in-kind donations to match Federal funds. Prior approval is required before the start of the fiscal year.
	ODOT HQ, ODOT Region	By April 1 - Review the UPWP Comment Response Log to ensure the respective agencies comments were adequately addressed. If any agency has any outstanding concerns, it is that agencies responsibility to work directly with the MPO to resolve them.

Schedule	Responsible Party	Task
		ODOT HQ is responsible for sending the MPOs, FHWA & FTA a confirmation e-mail when all comments have been adequately addressed.
	ODOT HQ Program Funding Services (PFS)	By April 30 - Review in-kind match requests and notify MPO of approval/denial.
	MPO	By April 30 – UPWP budget must be finalized and transmitted to ODOT HQ to start the funding agreement process. In the event UPWP budget changes, the agreement may be amended after July 1. (See Unified Planning Work Program (UPWP) Financial Protocols and Timelines)
	MPO	By May 20 - Transmit final UPWP, approved by their respective policy board, to ODOT HQ and Region. (To allow ODOT HQ enough time to get the agreements finalized and executed.)
	ODOT HQ	Prepare MPO funding agreements and ODOT Procurement Office sends to respective MPO for signatures.
June	ODOT HQ	By June 10 - Approve MPO's UPWP and submit to FHWA/FTA a letter saying the MPO meets all the planning and administrative requirements.
	FHWA and FTA	By June 15 - Send formal UPWP approval or conditional approval letters to ODOT HQ, applicable ODOT Region, and the respective MPO.
	MPO and ODOT	By June 30 - Complete signed funding agreements.
June 15 – 30	ODOT HQ	<ul style="list-style-type: none"> Request authorization of each MPO's PL/5303 consolidated planning project to FHWA in Financial Management Information System (FMIS). For MPOs using in-kind contributions as match, include a request to use tapered match.
	FHWA	Review and approve/deny each FMIS request after verifying consistency with the approved UPWP.
Summer	ODOT, MPOs, FHWA and FTA	Meet to evaluate the effectiveness of the MPO UPWP Protocols, make changes as necessary.
End of Fiscal Year	MPO if using in-kind match	August 1 - Submit final in-kind match approval documentation with appropriate supporting documentation of the actual amount of in-kind match acquired at the end of the fiscal year.

MPOs to include in UPWPs

- Status of MPO documents (dates of adoption, update deadline, federal approvals/conformity determinations, etc. for MTP, TIP, UPWP and PPP)
- Include ODOT led work in UPWP that falls in the MPO area.
- *(Optional)* In the event the MPO decides to not obligate all funding for the current fiscal year or de-obligate funds from their current fiscal year, know they will not spend it and/or move saving forward from the last fiscal year before it is closed for a project, please reference Attachment A. *(Draft Attachment A will be out soon for review)*

***Authorization of Additional Key Numbers (KN)**

MPOs that choose to establish additional KNs for planning projects (beyond the PL/5303 consolidated planning project) are responsible for initiating the authorization process of those KNs and ensuring federal authorization prior to beginning work. Costs incurred prior to federal authorization are not eligible for federal reimbursement.

Schedule	Responsible Party	Task
Approximately 10 business days prior to desired project start date	MPO	Request authorization to ODOT Region MPO Liaison.
	ODOT Region MPO Liaison	Request authorization to ODOT Region STIP Coordinator
	ODOT Region STIP Coordinator	Request authorization from ODOT PFS Unit
	ODOT PFS Unit	Submit authorization request to FHWA in FMIS
	FHWA	Review and approve/deny each FMIS authorization request after verifying consistency with the approved UPWP.
	ODOT Region MPO Liaison	Notify MPO the project is authorized and they can proceed with work.
	MPO	Begin work on project after received confirmation of Federal authorization of the project.

Amending UPWP and aligning with STIP/IGA

MPO that need to amend their work program are responsible for initiating the authorization process and ensuring federal authorization prior to beginning work. Costs incurred prior to federal authorization are not eligible for federal reimbursement. An Amendment is required if the MPO is adding additional tasks or significant scope changes, additional funding, and or additional time.

Schedule	Responsible Party	Task
	MPO	Submit to ODOT Region MPO Liaison and FHWA review and approval for amending work plan. Request approval by the policy board. Adding federal funds to an approved UPWP budget means the MPO needs to show what additional work is being done and requires approval by FHWA & ODOT.
	ODOT Region MPO Liaison	Request amendment authorization to ODOT's Region STIP Coordinator
	ODOT Region STIP Coordinator	Request amendment authorization from ODOT PFS Unit
	ODOT PFS Unit	Submit authorization amendment request to FHWA in FMIS
	FHWA	Review and approve/deny each FMIS authorization request after verifying consistency with the approved UPWP.
	ODOT Region MPO Liaison	Notify ODOT HQ PFS to amend the MPO funding agreement and ODOT Procurement Office sends to MPO for signatures.
	MPO	Begin work on amended project after received confirmation of federal authorization of the project.

Unified Planning Work Program (UPWP) Financial Protocols and Timelines

Purpose: This document will outline the protocols, business rules and timelines for establishing the baseline amounts for the development of the yearly UPWP documents with each MPO. This process will allow for more consistency, as well as allow better efficiency to ensure the UPWP agreements are executed in a timely fashion.

Timeline, Protocols and Business Rules:

As the UPWP ends on June 30th of every year, here is the timeline and protocol of events after June 30th:

- July 30
 - MPO's submit final bills for work done during the prior fiscal year (Year 1)
- September
 - MPO begins process to close out prior year (Year 1) UPWP
- October
 - ODOT begins to close out the prior year (Year 1) UPWP with FHWA.

- November
 - MPO submits final UPWP closeout documents for prior year (Year 1) to ODOT
- November - December
 - ODOT provides record of close out of prior year (Year 1) to MPO
 - MPO and ODOT coordinate to review of the prior year (Year 1) records and reconcile the final financial numbers are accurate for both agencies.
- January
 - Any savings from the close out of the prior year (Year 1) UPWP will automatically be amended into the next year (Year 3) UPWP key number, unless otherwise directed from the MPO
 - Draft UPWP financials for following year (Year 3) will be based on the amounts after savings are added from prior year (Year 1)
- February - March
 - UPWP spring meetings for following year (Year 3) by March 15
- April
 - MPO will have the opportunity to forecast and determine if funding will be de-obligated from current year's (Year 2) UPWP and applied to the next year's (Year 3) UPWP. This action is the responsibility of the MPO to communicate with ODOT the amount for this transaction if the MPO chooses.
 - April 30, all financial figures are "locked in" for the next year (Year 3) UPWP to be reviewed by DOJ.
- June
 - UPWP agreement for next fiscal year (Year 3) is signed by MPO and ODOT for the start of July 1.

APPENDIX F: 2021 Planning Emphasis Areas

December 30, 2021


Attention: FHWA Division
Administrators FTA
Regional Administrators


Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,


Nuria Fernandez
Administrator
Federal Transit Administration


Stephanie Pollack
Deputy Administrator
Federal Highway

Administration Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public

transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s [“Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s [“Emergency Relief Manual](#),” and [“TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters”](#))

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (***Advancing Racial Equity and Support for Underserved Communities***) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and

Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe

transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military

facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and

providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.