
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: June 21, 2022
Time: 12:00 pm – 1:30 pm
Location: **Hybrid meeting**

In-Person Location: Deschutes Services Center, 1300 NW Wall Street, Bend, DeArmond Room (1st Floor)

Virtual Option: Register for this meeting using the following link:
https://bendoregon.gov.zoom.us/webinar/register/WN_i7qSSIVrQeOVtbnqlx5UFA

After registering, you will receive a confirmation email with a link to joining the meeting

To join by Phone: 888-788-0099 (Toll Free), Enter webinar ID: 893 6024 3798 and Event Passcode: bmpo. *The ID and password are not typically required.*

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

YouTube Stream Option: <https://youtu.be/Z5VKf1FNycg>

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

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

Action Items

4. **Meeting Minutes** **Barb Campbell**
Review and approve the May 17, 2022 Policy Board (**Attachment A**) draft meeting minutes.

Recommended Language for Motion: I move approval of the May 17, 2022 Policy Board draft meeting minutes as presented.
5. **2021-24 Metropolitan Transportation Improvement Program (MTIP) Amendments** **Jovi Anderson**
Background: Amendments are proposed to the 2021-2024 MTIP. The amendments were noticed on the bendoregon.gov website and through email notification to the MPO email lists and news media. Any comments

received will be discussed at the MPO meeting. Staff will provide an overview of the proposed amendments.

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

Action Requested: Review and consider approval of the proposed amendments

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

6. Bend MPO – Central Oregon Intergovernmental Council Transit Planning Agreement

Background: Federal transportation planning regulations state that the MPO and the Central Oregon Intergovernmental Council (operator of Cascades East Transit) must develop an agreement that identifies their mutual responsibilities in carrying out the metropolitan transportation planning process, including specific provisions for the development of financial plans. The MPO and COIC have an agreement that was approved in July 2015. The Federal Transit Administration (FTA) recently completed a triennial review of COIC’s public transportation operations. One of the outcomes of that review was a recommendation to update the agreement. COIC and MPO staff worked together to clarify roles and responsibilities and to shorten the agreement.

Attachments: Issue summary (**Attachment C**) and draft Agreement (**Attachment D**)

Action Requested: Approval of the draft agreement

Recommended Language for Motion: I move approval of the revised planning agreement between the Bend MPO and COIC.

7. Surface Transportation Block Grant (STBG) Funds for Upcoming Competitive Application Process.....Andrea Napoli

Background: In May, the Board approved distribution of FY 2025-2027 STBG funds between City of Bend Streets for maintenance and preservation, and the MPO. For the STBG funds remaining with the MPO, the Board is now being asked to approve annual amounts to fund the MPO’s upcoming competitive project application process.

Attachments: Memo (**Attachment E**)

Action Requested: Approve annual STBG amounts to fund the MPO’s upcoming competitive project application process.

Recommended Language for Motion: I move to approve funding to the Bend MPO competitive project application process for fiscal years 2022-2027, as presented / revised.

Information Items

8. Ride Bend Microtransit Pilot Project

Background: The City of Bend, Cascades East Transit and the OSU Cascades Mobility Lab are working together to implement a new multi-phase micro-transit pilot project for the Bend area. The MPO approved STBG funding in November 2018 for a prior microtransit project. City and OSU Cascades

staff will provide an overview of the microtransit project (e.g. phases, services areas, and schedule).

Attachments: None. Information may be distributed at the meeting.

Action Requested: None. Information update

9. Cascades East Transit Update Derek Hofbauer, CET

Background: Cascades East Transit (CET) provides public transportation services throughout Central Oregon. CET staff will provide an update on current services and future planning initiatives.

Attachments: None. Information about CET services is available on the following site: <https://cascadeseasttransit.com/>

Action Requested: None. Information update

10. Other Business Barb Campbell

11. Public Comment Barb Campbell

12. Next Policy Board Meeting

The next regular meeting of the Policy Board is scheduled for July 19 at 12 noon

13. Adjourn



Accessible Meeting/Alternate Format Notification

This meeting event/location is accessible. Sign or other language interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request at no cost. Please contact Andrea Napoli no later than 24 hours in advance of the meeting at (541) 323-8545 or anapoli@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.

DRAFT
 BEND METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD
Hybrid Meeting – MINUTES
 May 17, 2022

YouTube link: <https://youtu.be/hkqd2EJ5LDw>

Present during the meeting were:

Policy Board Members: **Chair** Barb Campbell, Megan Perkins, *Rita Schenkelberg absent*, Bend City Councilors; *Deschutes County Commissioner Phil Chang absent*; Bob Townsend, Oregon Department of Transportation (ODOT) Region 4 Area Manager

Policy Board Alternates: David Abbas, *City of Bend Transportation and Mobility Director*; Peter Russell, *Deschutes County Senior Transportation Planner*; Rick Williams, *ODOT Region 4 Principal Planner*, and David Amiton, *ODOT Region 4 Planning Manager*

MPO Staff: Tyler Deke, *Manager*; Andrea Napoli, *Senior Planner*; Jovi Anderson, *Program Coordinator*

Visitors: Cameron Prow, *TYPE-Write II (minutes consultant)*; Brian Potwin, *Commute Options*; Gavin Leslie; Greg Bryant

Media: None

(The 3 digits after a motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)

1. Call to Order & Introductions

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12 noon, Tuesday, May 17, 2022, with a quorum of member jurisdictions present (3 of 3).

2. Virtual Meeting Guidelines

Ms. Anderson reviewed the meeting guidelines.

3. Public Comment

Gavin Leslie presented an overview of Ride Bend, an on-demand micro-transit service which is a component of the Bend Mobility Lab. His summary covered the background, funding partners, 2022 goals, and needs. He requested funding from the Bend MPO which has previously provided funding for this project. To meet the goal of launching this service on the July 4th weekend, he will need a decision before the end of May. Chair Campbell directed MPO staff to assess budgetary constraints in preparation for a special (second) Policy Board meeting this month.

ACTION ITEMS

4. Meeting Minutes

Data: April 19, 2022, Policy Board draft meeting minutes (Agenda Attachment A) and April 7, 2022, Budget Committee draft meeting minutes (Agenda Attachment B)

Motion 1 (3/0/0): Ms. Perkins moved approval of the April 19, 2022, Policy Board draft meeting minutes as presented and the April 7, 2022, Budget Committee draft meeting minutes as presented. Mr. Townsend seconded the motion which passed unanimously.

5. 2021-24 Metropolitan Transportation Improvement Program (MTIP) Amendment

Data: 4-27-2022 news release re: public comment period open (Agenda Attachment C-1) and Summary of proposed MTIP amendment (Agenda Attachment C-2)

Ms. Anderson provided an overview of the proposed full amendment to Key 21229, which would increase funding for the US97/US20 Bend North Corridor project by \$52,795,515. The administrative amendment to Key 21578 would update funding to the adopted Bend MPO Unified Planning Work Program and ODOT estimates for funding in state fiscal year 2023 (July 1, 2022, through June 30, 2023).

Mr. Townsend provided additional details about the Bend North Corridor project including the project timeline. He attributed the budget increase to increased right-of-way costs, current market conditions, and the project scope. Construction is expected to start in late 2022 and finish the end of 2024.

Policy Board concerns included impact of the Bend North Corridor project on traffic patterns.

Motion 2 (3/0/0): Ms. Perkins moved approval of the proposed amendment to the 2021-2024 MTIP as presented. Mr. Russell seconded the motion which passed unanimously.

6. Distribution of Surface Transportation Block Grant (STBG) Funds

Data: Memo (Agenda Attachment D)

Ms. Napoli provided an overview of the STBG funding distribution process to date. Her summary included request and timing, background, current situation, competing needs, and funding distribution scenario examples. The Policy Board's adopted FY 2021-24 MTIP (April 2020) established how estimated annual allocations of the MPO's STBG funds would be distributed for FY 2021-24: 60% City of Bend Streets maintenance/preservation, 15% MPO competitive project application process, and 25% MPO-required planning. Funding distribution scenario examples follow:

- Example 1: Apply April 2020 approved formula to additional 2022-24 STBG funds and future 2025-27 allocations.
- Example 2: Apply additional 2022-24 STBG funds to MPO-related efforts, freeze City of Bend Streets at current \$723,000 per year for 2025-27, and apply remaining balance to MPO-related efforts.
- Example 3: Apply additional 2022-24 STBG funds to MPO-related efforts, provide City of Bend Streets with specific dollars or a percentage per year for 2025-27, and apply remaining balance to MPO-related efforts.

The MPO Technical Advisory Committee recommended Policy Board approval of Funding Scenario Example 2 at its May 4, 2022, meeting.

In March 2021, the Policy Board awarded additional STBG funds received to projects not fully funded in the 2020 project application process. As part of a two-step process in preparing for the MPO's 2022 competitive project application process and for development of the 2025-27 MTIP, she asked the Policy Board to approve distribution of additional STBG funds expected for 2022-24 and estimated STBG annual allocations for 2025-27.

Mr. Bryant asked if unincorporated areas within the MPO boundary, such as Deschutes River Woods, were eligible for distribution of MPO STBG funding.

Mr. Abbas discussed current City pavement conditions and sustainable funding challenges. He stated a preference for Funding Example 3.

Policy Board discussion covered why the MPO TAC favored Example 2 (Mr. Russell), impact of climate-friendly planning rules on the MPO, and allowing the City Streets Division to participate in the MPO competitive project application process for extra STBG funding.

Motion 3 (3/0/0): Mr. Russell moved to approve Funding Distribution Example 2 as presented. Ms. Perkins seconded Motion 3.

Motion 4 (2/1/0): Ms. Perkins moved to amend Motion 3 to keep the amount of funding to City of Bend Streets for maintenance/preservation at \$723,000 for FY2025, increase the 2025 amount by 5% per year for FY2026, and increase the FY2026 amount by 5% for FY2027. Ms. Campbell seconded the motion which passed with the City and State representatives voting in favor, County representative opposed, and none abstaining.

Motion 3 then passed unanimously as amended by Motion 4 (above).

7. **Modeling and Planning Support**

Mr. Deke recommended postponing this topic to the next Policy Board meeting.

INFORMATIONAL ITEMS

8. **Safe Routes to Schools (SRTS) Program Update**

Data: Information about Commute Options' programs available on following websites:
<https://www.commuteoptions.org/safe-routes-to-school/> and
<https://www.commuteoptions.org/walking-school-bus/>

Mr. Potwin discussed local SRTS planning, construction, education and outreach programs, current work, and future grant opportunities.

9. **Deschutes County Travel Data**

Data: See trip distance website: <https://www.bts.gov/browse-statistical-products-and-data/covid-related/distribution-trips-distance-national-state-and->

Mr. Deke shared recent data for Deschutes County from the Federal Bureau of Transportation Statistics. Policy Board discussion covered the relationship between trip distance and economic cycles (example: lack of affordable housing). Mr. Bryant asked about the mode share for average trip lengths.

10. **Other Business**

Chair Campbell stated the unincorporated areas of Deschutes River Woods and Tumalo were now included within the MPO boundary. She suggested the Policy Board consider these areas when determining distribution of MPO funding.

11. **Public Comment**

None.

12. **Next Policy Board Meeting**

- June 21, 2022, 12 noon (3rd Tuesday) – hybrid meeting (in-person and online)

13. **Adjourn**

With no further business, Chair Campbell adjourned the meeting at 1:35 p.m.

News Release – Public Notice

5/27/2022

Metropolitan Transportation Improvement Program (MTIP)
-- Public Comment period open –

The Bend Metropolitan Planning Organization (MPO) Policy Board will consider amendments to the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) upon a 20-day public comment period. *The meeting will be held on 6/21/2022.* The amendments will be considered at a public meeting of the Bend [MPO Policy Board](#). Public Comment can be provided via email to janderson@bendoregon.gov or during public comment at the Bend MPO Policy Board meeting.

Sign up to have notifications sent directly to your inbox here: <https://www.bendoregon.gov/services/advanced-components/subscribe-to-enews> in the list, choose Bend MPO.

Summary of Amendments –

Project Key Number	Project Name	Proposed Project Total	Amendment Type	Amendment Decision Date (MPO)	Change Reason
22606	Juniper Elementary School: Accessible Route (Bend)	\$55,722	Full Amendment	6/21/2022	Add new project. Bend Metropolitan Planning Organization STBG ¹ funds awarded to Bend-La Pine School District. Planning for 6-foot-wide accessible trail from Neff Road to school entry to provide survey and concept design.
22607	Revere Avenue Rail Crossing (Bend)	\$500,000	Full Amendment	6/21/2022	Add new project. Statewide Rail Crossing Funds. Planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.

23 CFR § 450.316 requires explicit consideration and response to public comment received during the program development process. Public, staff, agency, and other interested party comments received prior to the adoption hearing are first reviewed by staff. Comments requiring minor revisions are addressed by staff. Such comments might include requests for additional information or clarification of information. Comments on policy issues or specific projects will be considered by the Policy Board at the public hearing. Comment received during the public hearing will be discussed at the public hearing. The Policy Board and staff will determine the most appropriate manner to respond to comments received. If significant changes to the proposed MTIP are recommended as a consequence of comments received, a revised final draft document will be resubmitted to the public for an additional review and comment period. Copies are free of charge and, upon request, will be made available in CD, print, and accessible formats. Upon request, in advance of the meeting, through any of the means listed above, every effort will be made to prepare materials in other formats and in languages other than English, and to provide interpreters in American Sign Language and other languages. Assistive listening devices and large-print materials will be available at the meeting upon request. The Central Oregon Intergovernmental Council (COIC), which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the MTIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.

¹ STBG = Surface Transportation Block Grant. View the STBG Discretionary Funds Program here: <https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/plans-and-programs/stbg-funds-program>

**Bend Metropolitan Planning Organization
Policy Board Meeting
June 21, 2022**



BMPO Bend Metropolitan
Planning Organization

Issue Summary

Consideration of Bend MPO – Central Oregon Intergovernmental Council Transit Planning Agreement

Background:

Federal transportation planning regulations (23 CFR 450.314) state that MPOs and providers of public transportation must develop agreements that identify their mutual responsibilities in carrying out the metropolitan transportation planning process. The agreements must include specific provisions for the development of financial plans that support various MPO planning documents.

The Bend MPO and Central Oregon Intergovernmental Council (COIC) have an agreement that was approved in July 2015. The Federal Transit Administration (FTA) recently completed a triennial review of COIC's public transportation operations. One of the outcomes of that review was a recommendation to update the agreement. COIC and MPO staff worked together to clarify roles and responsibilities and to shorten the agreement.

The agreement identifies coordination procedures between the BMPO and COIC for developing the following BMPO documents: Unified Planning Work Program, Metropolitan Transportation Improvement Program, Program of Projects (POP) [published as the "Annual Listing of Transportation Projects with Obligated Federal Funding"], Metropolitan Transportation Plan, and other planning documents. The agreement also identifies procedures for meeting the federal public participation requirements.

Staff Review and Recommendation to Policy Board: Staff recommends approval of the agreement.

Request:

Approve the revised agreement and authorize the Policy Board Chair to sign the updated agreement.

Bend Metropolitan Planning Organization and Central Oregon Intergovernmental Council Intergovernmental Transit Planning Agreement

This INTERGOVERNMENTAL AGREEMENT (“Agreement”) is made and entered effective July 1, 2022, by and between the Bend Metropolitan Planning Organization (BMPO), which is the designated Metropolitan Planning Organization for the Bend Urbanized Area (UZA), and the Central Oregon Intergovernmental Council (COIC) existing under ORS 190 and operator of Cascades East Transit (CET), the public transportation service provider within the UZA.

RECITALS

WHEREAS, the continuing, coordinated and comprehensive transportation planning process in the Bend UZA is dependent upon the cooperation and mutual support of all responsible parties. This Agreement defines the roles and responsibilities of the BMPO and COIC with respect to public transit planning.

WHEREAS, this Agreement requires the parties to cooperatively develop estimates of funds that are reasonably expected to be available to support implementation of the transit portions of the Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP).

WHEREAS, the BMPO and COIC shall consult with one another regarding financial analysis as it pertains to the public transportation system.

TERMS OF AGREEMENT

BMPO Responsibilities

1. The BMPO is responsible for the overall coordination of the metropolitan transportation planning process and project development activities through the recommendations of its standing committees.
2. The BMPO is responsible for the development of the short-range MTIP, the long-range MTP, the annual Unified Planning Work Program (UPWP), and the annual Program of Projects (POP). Collectively, the MTIP, the MTP, the UPWP and the POP are referred to herein as the “Planning Documents.”
3. The BMPO shall provide interested parties, CET, and representatives of users of public transit, with reasonable opportunity to comment on proposed changes to the Planning Documents and the BMPO Public Participation Plan.
4. The BMPO shall provide direct notification to all interested parties known to the BMPO staff before any plan or program document relating to transit (including the Planning Documents) is adopted. Specific public involvement procedures are

detailed in the BMPO Public Participation Plan. The BMPO shall also provide additional opportunity for public comment if the final planning documents differ significantly from the documents that were made available for public comment by the BMPO and raise new material issues that interested parties could not reasonably have foreseen.

5. The BMPO will comply with the public participation requirements for development of the MTIP and COIC's requirements for the FTA Section 5307 POP. The MTIP and the POP public hearing and opportunity to comment will be publicly noticed and placed on the BMPO, COIC, and CET websites. The notice will include the date and time of the public hearing to be held by the BMPO and include the following language:

COIC, which is the FTA Section 5307(c) applicant, has consulted with the BMPO and concurs that the public involvement process adopted by the BMPO for the development of the MTIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.

6. The BMPO, in cooperation with the Oregon Department of Transportation (ODOT), is responsible for developing and maintaining the travel demand model for the region, which is used as a tool for multiple transportation planning purposes, including transit planning. In developing and maintaining such model the BMPO and ODOT will rely upon COIC and other local jurisdictions for model input and calibration data. The BMPO's planning activities are developed through the BMPO's committee structure in which COIC, by and through its appointed representatives, shall be an active participant.
7. The BMPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in COIC's Transit Asset Management Plan and Public Transportation Agency Safety Plan.

COIC Responsibilities

1. COIC is responsible for short- and long-range transit operational and capital planning, including financial planning for the public transportation system consistent with locally adopted transit policies. COIC is also responsible for the management and operations of the fixed route transit system, complementary ADA paratransit services, and any additional special transit services. COIC activities shall be reviewed with the BMPO committees as appropriate, and the transit planning and project development activities shall be coordinated through the cooperative development of COIC's transit plans, and the BMPO's MTP, MTIP, and UPWP.

Attachment D

2. COIC, in cooperation with the BMPO, shall be responsible for transit strategic planning. These activities shall be reviewed with the BMPO committees as appropriate and approved by the BMPO Policy Board before being implemented. These activities shall be included, as appropriate, in local transportation system plans (TSPs) and capital improvement programs (CIPs), as well as the BMPO's MTP, MTIP, and UPWP.
3. COIC, through its appointed representatives, presently participates as a member of the BMPO Technical Advisory Committee and provides review of and input relating to the MTIP and UPWP.
4. COIC will provide the Transit Asset Management Plan, Public Transportation Agency Safety Plan and any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report upon request of BMPO.

Barbara Campbell
Bend MPO Policy Board Chair

Anthony Broadman
COIC Board Chair



MEMO

TO: BEND MPO POLICY BOARD

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: JUNE 14, 2022

RE: SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS FOR UPCOMING
COMPETITIVE PROJECT APPLICATION PROCESS**Request**

Approve annual STBG amounts to fund the MPO's next competitive project application process.

Background

At the May Policy Board meeting, a decision was made to distribute a portion of the MPO's future, annual allocations of STBG funds (associated with the development of the next Metropolitan Transportation Improvement Program (2024-2027 MTIP)) to the City of Bend for street maintenance and preservation (see Table 1, below). This amount (\$723,000 with a 5% increase per year) was based on previously approved amounts for fiscal years 2021-2024 which were approved in 2020.

Table 1: May Policy Board Decision, STBG Distribution	<i>Addnl Funds</i> 2022	<i>Addnl Funds</i> 2023	<i>Addnl Funds</i> 2024	<i>Future Allocations</i> 2025	<i>Future Allocations</i> 2026	<i>Future Allocations</i> 2027
Total Available (approx./est.):	\$ 332,700	\$ 359,000	\$ 385,800	\$ 1,618,200	\$ 1,646,100	\$ 1,674,500
To City, Street Maint/Pres:				\$ 723,000	\$ 759,200	\$ 797,200
To Stay w/ MPO:	\$ 332,700	\$ 359,000	\$ 385,800	\$ 895,200	\$ 886,900	\$ 877,300

For the STBG amounts to remain with the MPO (as shown in Table 1), the following section includes information to assist in determining annual amounts to dedicate to the upcoming competitive project application process.

Discussion

Table 2: STBG Available for MPO	<i>Addnl Funds</i> 2022	<i>Addnl Funds</i> 2023	<i>Addnl Funds</i> 2024	<i>Future Allocations</i> 2025	<i>Future Allocations</i> 2026	<i>Future Allocations</i> 2027
Total:	\$ 332,700	\$ 359,000	\$ 385,800	\$ 895,200	\$ 886,900	\$ 877,300

2022-2024 Additional Funds:

The "Addnl Funds" available as shown in Table 2 are the result of updated ODOT estimates vs. past estimates used during the development of the current 2021-2024 Metropolitan Transportation Improvement Program (MTIP)) which began in 2020. These additional funds are:

- Not needed for MPO planning and staffing, as those costs were previously accounted for with the original estimates;
- May be held in reserve and/or rolled into the upcoming competitive project application process. (Note the current MPO STBG carryover balance "reserve" is \$230,000.)

Attachment E

2025-2027 Future Allocations:

Distribution of these funds are associated with the development of the next MTIP (2024-2027 MTIP). Staff has estimated that \$350,000 - \$370,000 per year will be needed for MPO planning and staffing for fiscal years 2025-2027, and \$80,000 per year could be held in reserve. The reserve amount was estimated with consideration given to the following:

- Travel model contributions
- Misc. planning support
- Project cost increases
- Possible funding of project(s) resultant of the Bend Pedestrian Network Implementation Plan (currently in development)
- Annual carryover amounts (current balance \$230,000)

Staff Recommendation:

Based on the information provided above, staff recommends the distribution of STBG funds to the MPOs competitive project application process as shown in Table 3, below.

Table 3: Recommended Distribution of STBG Funds	<i>Addnl Funds</i> 2022	<i>Addnl Funds</i> 2023	<i>Addnl Funds</i> 2024	<i>Future Allocations</i> 2025	<i>Future Allocations</i> 2026	<i>Future Allocations</i> 2027
Total Available (approx./est.):	\$ 332,700	\$ 359,000	\$ 385,800	\$ 895,200	\$ 886,900	\$ 877,300
Needed for MPO Planning/Staffing				\$ 350,000	\$ 360,000	\$ 370,000
To MPO Reserve				\$ 80,000	\$ 80,000	\$ 80,000
Remaining to MPO Competitive Application Process	\$ 332,700	\$ 359,000	\$ 385,800	\$ 465,200	\$ 446,900	\$ 427,300

**NOTE: The last competitive project application process in 2020 had approximately \$180,000 available per year for fiscal years 2021-2024. Amounts requested in submitted applications totaled over twice the amounts available.*

Action

Suggested Language for Motion:

“I move to approve funding to the Bend MPO competitive project application process for fiscal years 2022-2027, as presented / revised.”

FYI... Anticipated Competitive Project Application Process Schedule, 2022

July 2022 TAC & Policy Board Meetings:

- *Review STBG competitive application process for potential changes to criteria and process for next application cycle.*

September 2022: STBG project application submittal to open.