
AGENDA
Bend Metropolitan Planning Organization
Technical Advisory Committee Meeting

Date: February 1, 2023
Time: 10 – 11:30 am
Location: Hybrid meeting

In-Person Location: Bend City Hall, Awbrey Butte Room (2nd Floor), 710 NW Wall Street, Bend

Virtual Options: Register for this meeting using the following link:

Zoom registration: https://bendoregon-gov.zoom.us/webinar/register/WN_X1UUutN8Q56e17dsTq2EGg

YouTube: <https://youtu.be/07MLpy-C02o>

Phone Option: (346) 248 7799, Webinar ID: 840 5293 2134 Passcode: bmpo

Contact: Tyler Deke, BMPO Manager (541) 693-2113 (office), (541) 633-9298 (mobile) or tdeke@bendoregon.gov

1. Call Order & Introductions Tyler Deke
2. Hybrid Meeting Guidelines Jovi Anderson
3. Public Comment..... Tyler Deke

Action Items

4. Review and approve December 7, 2022 (Attachment A) and January 4, 2023 (Attachment B) draft meeting summaries Tyler Deke

Recommended Language for Motion: I move approval of the December 7, 2022 and January 5, 2023 meeting summaries as presented.

5. Federal Performance Measures Jovi Anderson

Background: Federal transportation legislation established performance requirements for state DOTs and MPOs. Staff will provide an overview of the bridge, pavement and system performance requirements and options for addressing the requirements. The Policy Board is

scheduled to take action in March. Staff recommends supporting the ODOT performance targets.

Attachments: Performance measures overview memo (**Attachment C**)

Action Requested: Consider recommendation to Policy Board to support the adopted ODOT pavement, bridge, and highway system performance targets

Recommended Language for Motion: I recommend the Policy Board support the adopted ODOT safety, pavement, bridge, and system performance measure targets

Informational Items

6. Annual Listing of Federally Funded Transportation Projects Jovi Anderson

Background: The Bend MPO is required to publish an “Annual Obligation Report”. The report includes all projects and programs for which federal transportation funds were obligated in the prior Federal Fiscal Year for the Bend MPO area.

Attachments: Annual Listing of Federally Funded Projects (**Attachment D**)

Action Requested: None. Information Item

7. 2023-2025 Draft Work Program and Budget MPO Staff

Background: Staff is developing the draft MPO work program and budget for FY2023-2025.

Attachments: None. Information may be shared during the meeting

Action Requested: Review draft 2023-2025 work program and provide input on proposed work activities

8. 2021-2027 Metropolitan Transportation Improvement Program Amendment MPO Staff

Background: Amendment to Key 22442, Bend/Sisters Curb Ramps

Attachments: News Release dated 1/24/23 with project details (**Attachment E**)

Action Requested: None, informational item. Policy Board will consider amendment at next meeting

9. Member & Guest Roundtable TAC members

Time for TAC members to provide updates on current projects and planning efforts.

10. Public Comment Tyler Deke

11. Next TAC meeting

The next meeting of the Bend MPO TAC is scheduled for March 1, 2023, at 10 a.m.

12. Adjournment



Accessible Meeting Information

This meeting event and location are accessible. Sign 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. Please contact Andrea Napoli at (541) 323-8545 or anapoli@bendoregon.gov. Providing at least 3 days' notice prior to the event will help ensure availability.



Technical Advisory Committee

Draft Meeting Summary

December 7, 2022

Bend Metropolitan Planning Organization Office
709 NW Wall Street, Suite 102
Bend, Oregon

Link to meeting: <https://youtu.be/zN1iKLhMlpw>

1. **Call to Order and Introductions**

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Technical Advisory Committee (TAC) to order at 10:03 a.m., Wednesday, December 7, 2022, with a quorum of members present (9 of 12). Present during the meeting were:

TAC Voting Members

1. Bend La Pine School District Sharon Smith
2. Bend Park and Recreation District (BPRD)..... Henry Stroud
3. Cascades East Transit (CET) Rachel Zakem
4. City of Bend Robin Lewis
5. Deschutes County Peter Russell
6. Deschutes County Bike/Pedestrian Advisory Committee Rachel Zakem
7. Oregon Department of Transportation (ODOT) Rick Williams
8. Citizen Greg Bryant
9. Citizen Liza Hamada
10. *Central Oregon Community College (COCC): Mike Beaulieu absent*
11. *Commute Options: Brian Potwin absent*
12. *Oregon State University (OSU)-Cascades Campus: Casey Bergh absent*

Ex Officio Members

Bend MPO Manager Tyler Deke
Oregon Department of Land Conservation & Development (DLCD) Angie Brewer
Federal Highway Administration (FHWA): Jasmine Harris absent
Federal Transit Administration (FTA): Ned Conroy absent

Bend MPO Staff

Andrea Napoli, *Senior Planner*
Jovi Anderson, *Program Coordinator*

Visitors

Cameron Prow, *type Write II (minutes consultant/recorder)*
David Amiton, *ODOT Region 4 Planning Manager*
John Heylin, *City of Bend Accessibility Advisory Committee Chair*
Richard Ross, *Old Bend Neighborhood Association Vice-Chair*
Robin Vora

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

*Note: Ms. Zakem stated she was representing both CET and Deschutes County BPAC for attendance, but for voting purposes she was representing only CET.
The maximum number of votes possible on motions and polls during this meeting was 8.*

2. Hybrid Meeting Guidelines

Ms. Anderson reviewed the meeting guidelines.

ACTION ITEMS

3. Review and Approve November 2, 2022, Draft Meeting Summary

Materials: November 2, 2022 (Agenda Attachment A)

Motion 1 (7/0/0): Mr. Russell moved approval of the November 2, 2022, draft meeting summary as presented. Mr. Bryant seconded the motion which passed unanimously.

4. Public Comment

Richard Ross stated the Old Bend Neighborhood Association supported two of the projects being considered for STBG funding today: Gilchrist Bridge Replacement and Colorado Avenue Corridor Study.

5. STBG Project Application Evaluation and Funding Recommendation

Materials: STBG Project Evaluation and Funding Recommendation (Agenda Attachment B) and Project Application Submittals (Agenda Attachment B.1)

Goals: Review criteria-based ranking of projects, discuss other considerations not in the application criteria, and develop a funding recommendation for the Policy Board.

Ms. Napoli reviewed the STBG (Surface Transportation Block Grant) 2022 application cycle. Her summary covered background/timeline, funding requested per Federal Fiscal Year (FFY), criteria-based scoring guidelines, TAC and staff ranking results, and the funding spreadsheet. Considerations in addition to the application criteria included a project's overall need/urgency/importance, timing/project readiness, and availability of other funding sources. Seven applications were submitted. Total funding requested: \$2,394,532; total funding available: \$2,416,900. She noted the \$22,368 left over will be added to reserves.

TAC general concerns: Does the City have the staff capacity to do these projects? What impact would a lack of future construction funds pose? All the City projects seem to be really good ones that fit the spirit of STBG funding.

- Deschutes River Trail at Archie Briggs: Grade Separation Feasibility Study

Applicant: City of Bend

Request: \$100,000 (FFY2022)

Purpose: Planning and preliminary design. Determine feasibility of grade-separated crossing of the Deschutes River Trail across Archie Briggs Road.

TAC concerns: GO (General Obligation) Bond funding potential, number of trail users, crash type history, how far north the Deschutes River Trail goes, reasons seem theoretical/aspirational, and average daily traffic on Archie Briggs Road.

Poll 1: approval recommended 5/3/0 (not recommended: Bryant, Russell, Williams).

- Stress Reduction for Bike Lanes: 2nd, 3rd, 9th & 15th Streets

Applicant: City of Bend

Request: \$79,963 (FFY2023)

Purpose: Install new bike lanes (where missing) on 3rd Street. Install buffered bike lanes on 2nd, 9th, and 15th Streets in vicinity of Wilson Avenue.

TAC concerns: process the City uses to modify posted speeds and construction of a planned improvement.

Poll 2: approval recommended unanimously 8/0/0.

- Colorado Avenue Corridor Study

Applicant: City of Bend

Request: \$132,700 (FFY2022)

Purpose: Planning work to identify concepts for multi-modal improvements along Colorado Avenue. *Project area:* ODOT ramp terminal intersections and Colorado Avenue between Lava Avenue and Aune Road.

TAC concerns: outcome/deliverable, bike/pedestrian usage, crash history, impact on the Old Bend Neighborhood (street grid, traffic flow), and ability to leverage other funding. Reasons for this project seem theoretical/aspirational.

Poll 3: approval recommended 7/1/0 (not recommended: Russell).

- Downtown Signal Upgrades and Bike/Pedestrian Improvements

Applicant: City of Bend

Request: \$1,129,400 (FFY2025: \$395,200, FFY2026: \$376,900, FFY2027: \$357,300)

Purpose: Upgrade 4 traffic signals: Bond Street/Franklin Avenue, Bond/Oregon Avenue, Wall Street/Franklin, and Wall/Oregon. Design separated bikeway on Hawthorne Avenue and Oregon Avenue (between Brooks Street and 5th Street).

TAC concerns: construction of a physical improvement, bike/pedestrian crash information, bike/pedestrian benefit seems ancillary, impact of modern signals on pedestrian safety, age of existing signal equipment, need for overhead illumination, impact of price volatility on the cost estimate to replace all four signals, funds are intended for planning not routine maintenance, and other funding options.

Poll 4: approval recommended 7/1/0 (not recommended: Williams).

- Low-Stress Network Implementation

Applicant: City of Bend

Request: \$664,036 (FFY2023: \$279,036, FFY2024: \$385,000)

Purpose: Complete Phase 4 of Neighborhood Greenways project. Design and construction of bike/pedestrian improvements and traffic-calming devices.

TAC concerns: other funding available.

Poll 5: approval recommended 7/0/1 (no vote recorded by Zakem).

- Travel Options and Safe Routes to School Programs

Applicant: City of Bend

Request: \$188,433 (FFY2025: \$62,811, FFY2026: \$62,811, FFY2027: \$62,811)

Purpose: Development/implementation of a Safe Routes to School program. Teach safe behavior for all roadway users; includes education of both students and community.

TAC concerns: number of students who will benefit, results of other (non-Bend) programs, most reasons seem theoretical/aspirational, advantages to educating students, why funding source for Commute Options' educational programs was cut, and if the school district contributes funding to Safe Routes to School programs.

Poll 6: approval recommended 7/1/0 (not recommended: Russell).

- Gilchrist Bridge Replacement

Applicant: Bend Park & Recreation District

Request: \$100,000 (FFY2022)

Purpose: Develop 30% design plans to replace the Gilchrist (bike/pedestrian) Bridge connecting Riverfront Street to Columbia Park.

TAC concerns: funding source if the design is completed.

Poll 7: approval recommended 7/1/0 (not recommended: Williams).

Motion 2 (8/0/0): Mr. Stroud moved to approve the funding recommendation as presented in "TACFundRecommendation_Dec2022." Mr. Williams seconded the motion which passed unanimously. Ms. Zakem stated her vote represented only CET interests.

Mr. Deke outlined the next steps. At its December 13, 2022, meeting, the Policy Board will receive applicant presentations, review the TAC funding recommendation, and make the final funding decision.

INFORMATIONAL ITEMS

5. **Member and Guest Roundtable**

TAC members provided updates on current projects and planning efforts:

- Bend-La Pine School District: No report.
- Bend Park & Recreation District: Mr. Stroud reported an estimated completion date in early spring 2023 on the Drake Park improvement project (boardwalk along the river under Newport Avenue, float get-out point). Bank restoration and trail improvements in Farewell Bend Park are on schedule and should be completed within the next few months. BPRD is trying to incorporate a couple of well-preserved timbers and training wheels discovered recently into the project.
- Cascades East Transit: No report.
- Central Oregon Community College: No report.
- City of Bend: No report.
- Commute Options: No report.
- Deschutes County: Mr. Russell stated the draft project list for the county's TSP (transportation system plan) was out for public review until December 31, 2022.

The TSP will be presented to the county planning commission and Board of County Commissioners for adoption in early 2023.

- Deschutes County BPAC: No report.
- Oregon Department of Transportation: Mr. Williams reported he was holding a workshop on the Reed Market study the afternoon of December 7, 2022. The entire study should be wrapped up in June 2023. The Highway 20 refinement plan is in the early stages but ongoing. More technical advisory committee and stakeholder advisory committee meetings will be held in the next couple months.
- OSU-Cascades: No report.
- Oregon Department of Land Conservation and Development: No report.
- Citizen (Liza Hamada): No report.
- Citizen (Greg Bryant): No report.
- Bend MPO: No report.

6. Public Comment

None.

7. Next TAC Meeting

January 4, 2023, 10 a.m. (1st Wednesday)

8. Adjourn

There being no further business, Mr. Deke adjourned the meeting at 11:22 a.m.



BMPO Bend Metropolitan
Planning Organization

Technical Advisory Committee
Federal Carbon Reduction Program Funding Workgroup
Draft Meeting Summary

January 4, 2023

Bend City Hall, Awbrey Butte Conference Room, 2nd Floor
710 NW Wall Street, Bend, Oregon

Link to meeting: <https://youtu.be/gOcSbXGQk20>

1. Call to Order and Introductions

Mr. Deke called the special meeting of the Bend Metropolitan Planning Organization (Bend MPO) Technical Advisory Committee (TAC), Federal Carbon Reduction Program Funding Workshop, to order at 10:05 a.m., Wednesday, January 4, 2023, with a quorum of members present (16 of 25). Sharon Smith left the meeting at approximately 11 a.m. Present during the meeting were:

MPO TAC (voting members)

1. Bend La Pine Schools Sharon Smith
2. City of Bend..... Robin Lewis
3. Commute Options..... Kim Curley
4. Deschutes County Peter Russell
5. Oregon State University (OSU)-Cascades..... Casey Bergh
6. Citizen (resident) Greg Bryant
7. Citizen (resident) Liza Hamada
8. *Bend Park & Recreation District (BPRD): Henry Stroud absent*
9. *Cascades East Transit (CET): Andrea Breault absent*
10. *Central Oregon Community College (COCC): Mike Beaulieu absent*
11. *Deschutes County Bicycle/Pedestrian Advisory Committee (DBPAC): Dave Thomson absent*
12. *Oregon Department of Transportation (ODOT) Region 4: Rick Williams absent*

MPO TAC (nonvoting members)

1. *Oregon Department of Land Conservation & Development (DLCD): Angie Brewer absent*
2. *Federal Highway Administration (FHWA): Jasmine Harris absent*
3. *Federal Transit Administration (FTA): Ned Conroy absent*

MPO

1. Bend City Councilor and Policy Board Chair Barb Campbell
2. Manager Tyler Deke
3. Program Coordinator Jovi Anderson
4. Senior Planner Andrea Napoli

FCRP Workgroup Members

1. Cascades East Transit (CET) Eric Lint
2. City of Bend..... Cassie Lacy
3. City of Bend..... Janet Hruby
4. City of Bend..... Sarah Hutson
5. City of Bend..... Tobias "Tobi" Marx
6. *ODOT Region 4: David Amiton absent*

Visitors

Cameron Prow, type *WriteIt* (contractor – meeting recorder)
Joel McCarroll, *DKS Associates*; Karen Swirsky; Robin Vora

2. Hybrid Meeting Guidelines

Ms. Anderson reviewed the meeting guidelines.

3. Federal Carbon Reduction Program Funding

Materials: Carbon Reduction Program overview (Agenda Attachment A) and Small Urban and Rural Program Project Eligibility Criteria Final Draft December 2022.

Goal: Avoid or minimize agencies competing against each other by reaching consensus on priority projects within the Bend MPO area.

Mr. Deke provided an overview of the new carbon reduction funding program created by the federal Infrastructure Investment and Jobs Act (IIJA). The Bend MPO area will be eligible for about \$1.2 million over 5 years. His summary covered the background, eligible projects, program administration, application process (project eligibility criteria), ODOT's proposed program approach, Bend area strategy, and next steps. ODOT will manage both the application and decision processes. When the initial competitive application process opens (February-April 2023), any eligible entity can apply (a second competitive application process may occur in 2024 or 2025).

Workgroup discussion covered:

- General: electric vehicle cost not attractive to many consumers, changes must be less expensive/more convenient to motivate the public to make different choices, new services must be good and effective (not just cheap), must contribute to people's happiness, piggyback on projects/programs that shorten the learning curve, create a project matrix, expand current tools, projects without other funding, reduce vanpool cost (extends CET's reach without providing service directly), long-term program sustainability and continuing services.
- Carbon reduction potential: immediate versus later-term impacts, how to measure carbon reduction, current programs that could benefit from extra funding.
- Communication: identifying community priorities and higher-priority projects in short application timeframe, educating the public, public needs incentives to try something new (outreach events).
- Desired outcome: constructed facilities or programs.
- Electric vehicle charging stations: public and tourists prefer a fast rate.
- Eligibility: nonprofit applicants, certified to deliver federally funded projects, adding FCRP funds to other projects.
- Funding management: discretionary or formula funds, leveraging funds for best effect (\$1.2 million in 1 year or \$240,000/year), appropriate funds for 10.27% federal match, engineering percentage of federalized funds.
- Infrastructure support of incentivized projects: bus stop improvements, increasing bus stop amenities (charging stations for electric bikes), fix existing sidewalks, remove snow from sidewalks and bike lanes, make snowplow drivers full-time employees, multiple-platform technology.
- Interagency cooperation: Bend already collaborating on projects crossing multiple jurisdictions, Safe Routes to School a great way to leverage funding, , addressing regulatory needs sooner to enable more public/private partnerships (Pittsburgh example).
- Life expectancy: how long improvements will benefit us.
- Program management: through ODOT climate office or regionally.
- Project delivery: level of ODOT participation, must projects be completed within calendar year funds are received.

- Reporting schedule: due date, level of detail.
- Technology: real-time data, wayfinding applications (bikes), , mobility hub connection.
- Transportation Demand Management (TDM) strategies: incentivize (reward) more use of current programs.
- Lower priority - don't pursue at this time: alternative fuel projects, bridge projects, Ride Bend, traffic signal connectivity
- Potential higher-priority projects/programs:
 - * **Technology**: data collection (bike/pedestrian/car), electronic wayfinding, Regional Integrated Transportation Information System (RITIS), Automated Vehicle Location (AVL), winter operations integration
 - * **Public transit**: bus stop improvements, vanpool cost reduction
 - * **Bike and pedestrian facilities**: micromobility and interconnection projects
 - * **TDM strategies**: Safe Routes to School projects, new programs (Climate-Friendly and Equitable Communities [CFEC]-related)

Mr. Deke recommended the workgroup meet one more time to refine priorities, hopefully at the end of January 2023. Tentative agenda: Review potential projects spreadsheet with least-cost range estimates and comments.

4. **Adjourn**

With no further business, Mr. Deke adjourned the meeting at 11:28 a.m.

Memo

February 1, 2023

To: Bend Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC)

From: Jovi Anderson – Bend MPO Program Coordinator

Subject: **Federal Performance Measure Targets**



BEND MPO
Metropolitan Planning Organization

Overview

The Bend MPO has 180 days after Oregon Department of Transportation (ODOT) updates their mid-year and four-year performance targets to either support the ODOT targets or create new targets.

Action Recommended

Review and make recommendation to MPO Policy Board to support updated ODOT targets for federal performance measures.

Background

The Infrastructure Investment and Jobs Act (IIJA) requires a Performance Based Planning and Programming (PBPP) framework for state DOTs and MPOs to be achieved by integrating goal-oriented performance measures and targets into transportation plans and Transportation Improvement Programs (TIPs). This requirement is a continuation of requirements established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The Bend MPO addressed the PBPP requirements by establishing performance measures in the 2040 Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). Those measures (Attachment 1) are tied to the MTP goals and intended to measure MTP outcomes over time.

The federal legislation also required the USDOT to establish federal transportation performance measures related to safety, pavement and bridge condition, and system performance. States and MPOs must integrate the federal measures into MTPs and MTIPs. Accordingly, the Bend MPO coordinated with the ODOT on target setting for each measure for the first reporting cycle of 2018-2021. At its meeting in February 2018, the Bend MPO Policy Board approved Resolution 2018-02 to support the state targets for the Safety Performance Measures. The Policy Board approved the Bridge, Pavement, and System Performance Measures at its October 2018 meeting (2018-07).

Per federal regulatory timelines, the Bend MPO is required to:

- Review Oregon state targets for the [2022-2026 reporting cycle](#)
- Re-declare support of the updated state targets for Bend MPO

The remainder of this memo presents ODOT's statewide targets for federal safety, pavement and bridge condition, and system performance measures for the 2022 through 2026 reporting cycle.

Federal Performance Measure Targets

ODOT updated the statewide target for the federal performance measure areas (Table 1 and Table 2) in 2022 and reported to Federal Highway Administration (FHWA) in October 2022. These targets are based upon the calculation methodologies and data sets required by FHWA rulemaking. You can view the latest on Oregon statewide performance measure details on the ODOT website here: <https://www.oregon.gov/odot/performance/pages/index.aspx>

The Oregon Division of FHWA has accepted these new state targets as of January 2023.

Performance Measure (PM1) - Safety

Overview

On April 14, 2016, the Federal Highway Administration (FHWA) set the final rule for safety performance measures. This rule required state DOTs to set annual safety performance targets via the Highway Safety Improvement Program (HSIP).

Goal

Reduce traffic fatalities and serious injuries

Reporting Frequency

Safety targets are reported in the HSIP report on August 31 of each year. MPO to evaluate annually with ODOT. In July 2022, MPO staff reviewed the safety measures with ODOT.

Federal Safety Measures:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

Table 1 Safety Performance Measures 2021

Reported Crash Data (5-year rolling average)	Average Fatalities per year	Fatality rate	Serious Injuries	Serious injury rate	Non-motorist fatalities and serious injuries
Oregon Statewide					
Statewide Data and Rates (2015-2019)	475	2.58	1820.8	11.58	260
Statewide Data and Rates (2016-2020)	488	2.6	1708	10.29	258.8
Bend MPO (for reference)					
Bend MPO Data and Rates (2015-2019)	4.8	1.77	23.8	4.01	4.4
Bend MPO Data and Rates (2016-2020)	4.8	1.84	23	3.81	4

Performance Measures (PM2, PM3) – Infrastructure & System Performance

Overview

On February 17, 2017, the Federal Highway Administration (FHWA) set the final rule for infrastructure performance measures. This rule required State DOTs to establish performance measures consisting of two pavement measures and two bridge measures. Some statewide measures relate to interstate roadways. The Bend MPO does not have an interstate and those measures are not included in this report.

Goal

Improve the National Highway System (NHS) infrastructure of interstate pavement and both interstate and non-interstate bridge condition. Assess and improve performance of the non-Interstate National Highway System ([NHS](#)) for the purpose of carrying out the National Highway Performance Program (NHPP).

Reporting Frequency

Data is reported to FHWA in October for two- and four-year targets. ODOT's last report was in October 2022. MPOs have 180 days after target updates for the mid-year and four-year targets to either support the state targets or create new targets.

1. Pavement Condition
 - a. Percentage of pavements of the non-Interstate National Highway System (NHS) in good condition
 - b. Percentage of pavements of the non-Interstate NHS in poor condition
2. Bridge Condition
 - a. Percentage of NHS bridges by deck area classified as in good condition
 - b. Percentage of NHS bridges by deck area classified as in poor condition
3. NHS Performance
 - a. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non- Interstate Travel Time Reliability measure)

Table 2 Federal System and Performance Measures and Statewide Targets for the 2022 Through 2026 Reporting Cycle

Federal Performance Measures	Base Line 2022	Statewide 2-Year Target 2024	Statewide 4-Year Target 2026
Percentage of Pavements of the Non-Interstate NHS in Good Condition	33.5%	30.0%	30.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.9%	5.0%	5.0%
Percentage of NHS Bridges Classified as in Good Condition	13.5%	11.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.8%	2.4%	3.0%
Percent of the Person-Miles Traveled on the Non- Interstate NHS That Are Reliable	78%	78%	78%

Bend MPO staff coordinated with ODOT and other MPOs throughout the target update process. Staff recommends supporting the state targets through the 2026 reporting cycle. By supporting the state targets, Bend MPO will continue to support the state in working towards the measures identified in the federal legislation and the state will continue to quantify and report on these measures statewide. At this time, no penalties are assessed for not meeting established targets.

To view the reported statewide targets and learn more, see <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Oregon>

Bend MPO Timeline and Process for Review 2023

- TAC review in February 2023. Request TAC to review and make recommendation to Policy Board.
- MPO Staff to open 30-day public comment period on February 1, 2023. MPO Policy Board to review performance measures in February and decide on supporting targets in March 2023.
- Staff recommends supporting state targets as presented in memo dated 2/1/2023 and draft resolution 2023-01

**Resolution Number 2023-01
Bend Metropolitan Planning Organization Policy Board**

**For the Purpose of Supporting State Performance Measure Targets for Safety,
Pavement and Bridge Condition, and System Performance**

WHEREAS, the Bend Metropolitan Planning Organization (Bend MPO) has been designated by the Governor of the State of Oregon as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Bend urbanized area; and

WHEREAS, the Code of Federal Regulations (23 CFR Part 490) requires States to set targets for safety, pavement conditions, bridge conditions, and highway system performance; and

WHEREAS, MPO's may establish safety, pavement condition, bridge condition, and highway system targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish their own targets within 180 days of the State establishing and reporting its targets; and

WHEREAS, MPO's may re-declare support for the performance measures of the Oregon Department of Transportation mid-year reporting of their targets in 2022 as shown on <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Oregon>

NOW THEREFORE, BE IT RESOLVED, that the Bend MPO agrees to support the updated 2022 ODOT safety, pavement condition, bridge condition, and highway system performance targets.

Adopted by the Bend Metropolitan Planning Organization the 21st day of March 2023.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 21st day of March 2023.

Barb Campbell, MPO Chair

Attest:

Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization



BMPO Bend Metropolitan
Planning Organization

Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2022

December 2022

Report Preparation

The Bend Metropolitan Planning Organization (MPO) prepared this report, which was partly financed through the United States Department of Transportation (Federal Highway Administration PL and Federal Transit Administration Section 5303) and in part through local matching funds provided by the Oregon Department of Transportation (ODOT). The views and opinions of the Bend MPO expressed herein do not necessarily state or reflect those of the USDOT or ODOT.

Title VI Notice of Protection

The Bend MPO complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Bend MPO operates without regard to race, color, national origin, religious creed, sexual orientation, gender identity or expression, veteran's status and/or ancestry. Any person who believes him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the Bend MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. Please contact Title VI Coordinator, Andrea Napoli at anapoli@bendoregon.gov or (541) 323-8545.

Publication of this report fulfills the following federal requirements for the Bend Metropolitan Planning Organization: federal regulations (23 USC 134(h)(7)(B); 49 USC 5303(c)(5)(B)) and FTA/FHWA guidance on annual listing of obligated projects.

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Annual Listing of Transportation Projects with Obligated Federal Funding in Federal Fiscal Year 2022

Bend MPO Overview

The Bend Metropolitan Planning Organization (BMPO) is the designated Metropolitan Planning Organization (MPO) for the Bend urbanized area located in Deschutes County.

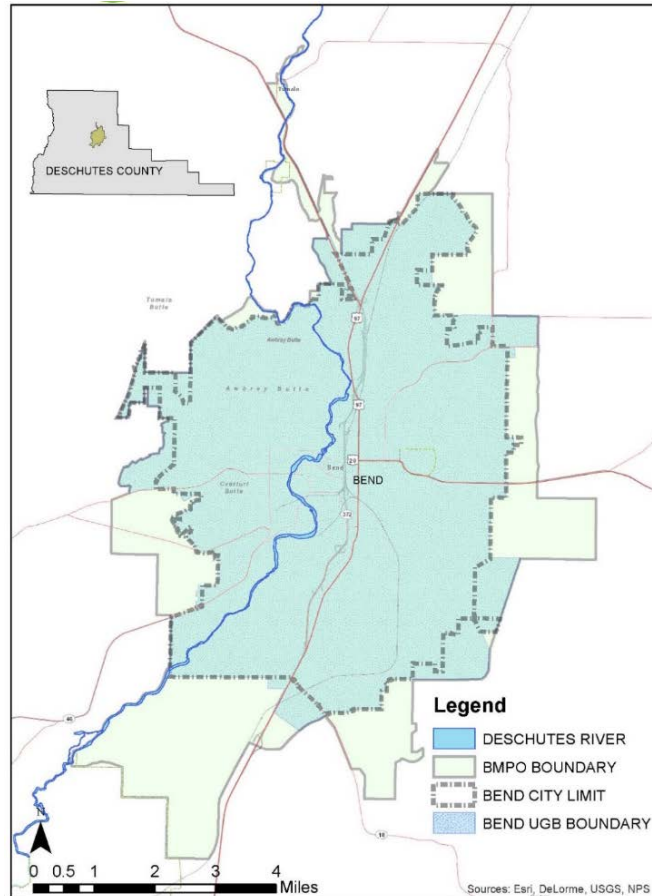
The BMPO is responsible for planning, programming, and coordinating federal transportation improvement investments within the area and serves as a forum for cooperative transportation decision making. To achieve this objective of regional transportation planning, the BMPO has developed important partnerships with the Oregon Department of Transportation (ODOT), City of Bend, Deschutes County, and Cascades East Transit (CET). BMPO coordinates its planning efforts with the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Introduction

The BMPO is making the Federal Fiscal Year (FFY) 2022 Annual Listing of Obligated Projects available for public review. The

Annual Listing of Obligated Projects report documents the projects for which federal funds¹ were obligated in FFY 2022 (October 1, 2021 - September 30, 2022) within the Bend MPO. The Bend MPO is required to prepare an annual report no later than 90 days after the end of the federal fiscal year. The purpose is “to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to state and local officials, and the public at large.” The listing must be consistent with the categories identified in the BMPO Metropolitan Transportation Improvement Program (MTIP).

FIGURE 1 BEND MPO BOUNDARY



¹ Federal funds are listed in [Table 1: Summary of Federal Funded Projects by Fund Type](#)

Federal Requirements

23 CFR 450.334

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314 (a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the [Transportation Improvement Program (TIP)] information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the MTIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the MTIP.

Overview of Obligation Report

Obligation in the context of this report is the federal government's legal commitment to pay the federal share of a project's cost. An obligated project is one that has been authorized by a federal agency as meeting eligibility requirements for federal funds. Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and begin construction. Alternatively, some projects may proceed to construction using local funds, with the ability to be obligated and reimbursed with federal funds later. Some of the projects in this report may already have been constructed. To be included in this listing, an obligated project must be either entirely or partially located within Bend MPO's transportation planning area which is the MPO boundary shown in **Figure 1** on Page 3.

The amount of the obligation may not always equal the total cost of the project. An obligation may be for only one phase of a multi-phased project, and the obligation amount listed does not account for any local funding. The Bend MPO strives to list the amount obligated and the full project amount for context if the information is available. This gives more information than required by statute when available. You can view the project obligation in **Table 1**, and a detailed description of each project by phase in **Table 2**.

For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed, and the recipient agency requests that the funds be obligated. A project agreement defines specific project elements that are eligible for funding; how financing will occur; and agency roles, responsibilities and liabilities.

Once funds have been obligated, the eligible recipient begins incurring eligible project expenses and then requests reimbursement from the obligated funds. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal rules.

FFY 22 Project Highlight: Bend North Corridor

Bend North Corridor Improvements Overview Map

BICYCLE, PEDESTRIAN AND ADA IMPROVEMENTS

- Construct multi-use paths and sidewalks, including a 12 foot wide path from Empire to Cooley Road
- Construct new marked pedestrian crossings including raised medians and Rectangular Rapid Flashing Beacons (RRFB)
- Upgrade all ADA curb ramps
- Add, upgrade, and widen bike lanes
- Add a new transit stop along Robal Lane

ROADWAY AND INTERSECTION UPGRADES

- Build a new section of U.S. 97 near the railroad tracks
- The current U.S. 97 becomes future 3rd Street
- Create roundabouts where U.S. 20 meets Robal Lane and Cooley Road

The Bend MPO project with the highest obligation this federal fiscal year is the US97 Bend North Corridor Project for the third year in a row.

The purpose of the U.S. 97/U.S. 20 Bend North Corridor project is to implement a long-term solution to maintain a safe, efficient U.S. 97 and U.S. 20 in the north end of Bend. ODOT completed an Environmental Impact Statement in 2014 to help identify the best solution for balancing transportation needs.

ODOT and Federal Highway Administration worked with local agency partners to explore opportunities to scale down and modify the alternatives to reduce impacts, address public comments, and reduce the overall cost of the project. This effort led to an initial funding source via Oregon House Bill 2017 (Keep Oregon Moving), and was then complimented with a federal INFRA Grant for \$60.4 million in 2019. At which time, ODOT Region 4 determined to proceed with the project and identified additional funding via local and private sources.

This resulted in an overall funding for the project of \$175 million.

There's more information available about the US97 Bend North Corridor project at: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>

The content of this report is consistent with the project listing in the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a listing of transportation projects over a four-year period which will be funded, at least in part, with funds from the FHWA and/or FTA. The current MTIP covers the years 2021-2024, includes project names and identification numbers, project locations, project descriptions, estimated costs, including costs for each phase of the project (such as engineering, right-of-way, and construction). The MTIP, however, identifies projects within the fiscal year that implementation is anticipated rather than when the project receives federal authorization. Therefore, the obligated report must be developed through a cooperative effort with ODOT and CET, the entities responsible for tracking project authorizations and obligations. You can access the Bend MTIP documents at www.bendoregon.gov/MTIP.

2022 Federal Obligation Summary

A total of \$92,126,341 in Federal funding for transportation related projects was obligated in FFY 2022 within the BMPO boundary, as shown in **Table 2**. **Table 2** shows the fund type and project name with fiscal year obligations and percent of the total year funding in the MPO, and Table 1 shows a summary of funds obligated by source.

Deobligated funds totaling \$500,193 (shown as a negative number). Funds may be deobligated because a project is finished and not all funds were spent, or a project phase was changed to a future fiscal year. See **Table 2**: FFY 2022 Federal Obligation Summary by Fund for funding by source and project and **Table 3**: FFY 2022 Federal Obligation Details for detailed descriptions of each project by phase.

Table 1 FFY2022 Obligations by Fund Source

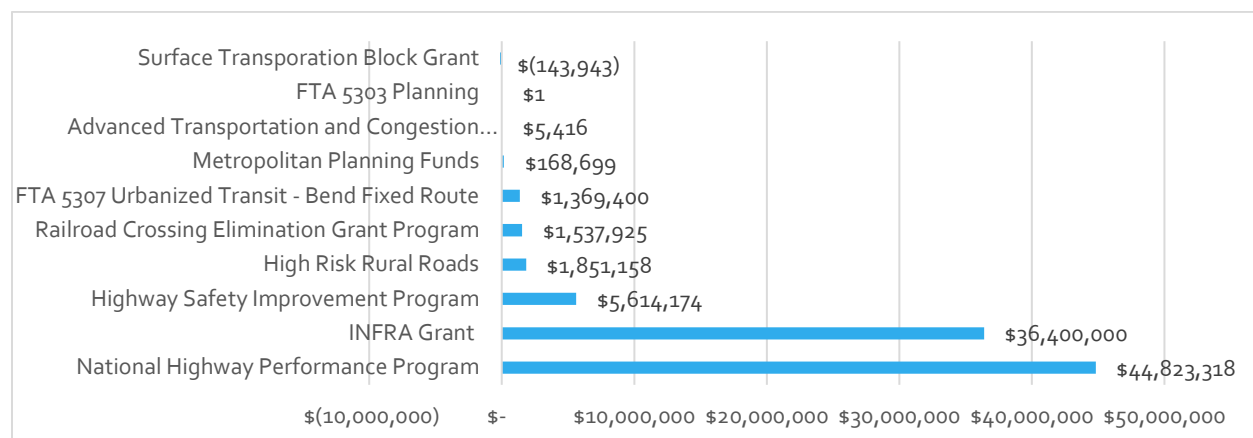


Table 2: FFY 2022 Federal Obligation Summary by Fund

Federal Obligation Summary by Fund	FFY 2022 Obligated Funds	Percent of Obligation
National Highway Performance Program	\$ 44,823,318	48.92%
US20 at Cooley Road (Bend)	\$ 249,001	0.27%
US20: 3rd St - 15th St (Greenwood, Bend)	\$ 273,901	0.30%
US20: Mervin Samples - Greenwood (3rd St, Bend)	\$ 3,853,539	4.21%
US20: Tumalo - Cooley Rd. (Bend)	\$ 720,151	0.79%
US97 and US20 Bend North Corridor	\$ 39,727,076	43.36%
US97: Nels Anderson Place - Romaine Village Way	\$ (349)	0.00%
Nationally Significant Multimodal Freight & Highway (INFRA) Grant	\$ 36,400,000	39.73%
US97 and US20 Bend North Corridor	\$ 36,400,000	39.73%
Highway Safety Improvement Program	\$ 5,614,174	6.13%
US20: Ward / Hamby Rd. Intersection	\$ 138,525	0.15%
US97: Redmond - Bend	\$ 5,475,648	5.98%
High Risk Rural Roads	\$ 1,851,158	2.02%
US20: Tumalo - Cooley Rd. (Bend)	\$ 1,851,158	2.02%
Railroad Crossing Elimination Grant Program	\$ 1,537,925	1.68%
Revere Avenue Rail Crossing (Bend)	\$ 567,500	0.62%
US97 and US20 Bend North Corridor	\$ 970,425	1.06%
FTA 5307 Urbanized Transit - Bend Fixed Route	\$ 1,369,400	1.49%
FY 2021 Bend 5307 Transit Funding	\$ 1,369,400	1.49%
Metropolitan Planning Funds	\$ 168,699	0.18%
Bend MPO Planning SFY21	\$ (1)	0.00%
Bend MPO Planning SFY23	\$ 168,700	0.18%
Advanced Transportation and Congestion Management Technologies	\$ 5,416	0.01%
City of Bend Colorado/Arizona Couplet	\$ 5,416	0.01%
FTA 5303 Planning	\$ 1	0.00%
Bend MPO Planning SFY21	\$ 1	0.00%
Surface Transportation Block Grant	\$ (143,943)	-0.16%
Bend MPO Planning SFY21	\$ (355,825)	-0.39%
Bend MPO Planning SFY23	\$ 355,900	0.39%
US20: Mervin Samples - Greenwood (3rd St, Bend)	\$ (144,018)	-0.16%
US97 and US20 Bend North Corridor	\$ -	0.00%
Subtotal Obligated	92,126,341	
Subtotal Deobligated	(500,193)	
Grand Total	\$ 91,626,148	100.00%

Table 3: FFY 2022 Federal Obligation Details

Project Details	Sum of FY2022 Obligations Amount	
20011	\$	2,571,309
US20: Tumalo - Cooley Rd. (Bend)		
Pavement preservation, lighting, signs, and intersection improvements at US20 and Cook Ave and US20 and Old Bend Redmond Highway to reduce crashes making travel safer for all users. Construct an undercrossing in Tumalo for bicyclists and pedestrians.		
4R - Restoration & Rehabilitation	\$	1,630,976
Administration	\$	294,276
Construction Engineering	\$	-
Preliminary Engineering	\$	524,921
Utilities	\$	121,136
20013	\$	(349)
US97: Nels Anderson Place - Romaine Village Way		
Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.		
Administration	\$	(35)
Preliminary Engineering	\$	(315)
20357	\$	5,475,648
US97: REDMOND - BEND		
Speed feedback signs, pavement markings, lighting, signing and striping enhancements		
Administration	\$	646,785
Construction Engineering	\$	445,113
Preliminary Engineering	\$	(35,549)
Right of Way	\$	240,000
Construction	\$	4,179,300
20614	\$	(355,824)
Bend MPO Planning SFY21		
Bend MPO Planning SFY21		
Planning	\$	(355,824)
21154	\$	249,001
US20 at Cooley Road (Bend)		
Design and acquire right-of-way in preparation for construction of a roundabout.		
Administration	\$	24,676
Preliminary Engineering	\$	224,325
21157, 21502	\$	5,416
City of Bend Colorado/Arizona Couplet ATSPM		
Upgrade 6 in place signals to collect high resolution data for performance measurement and support operations for access to locales such as Mt. Bachelor, Three Sisters Wilderness Area, Hayden Homes (Old Mill) Amphitheater and other destinations. Project is part of the ATCMTD Grant Award		
Preliminary Engineering	\$	5,416
21229	\$	77,097,501
US97 and US20 Bend North Corridor		

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Details	Sum of FY2022 Obligations Amount	
Realign US97 including bridge overpasses, intersection improvements at US97 and Cooley Rd., US20 and Cooley Rd., and US20 and Robal Rd. These improvements will reduce high severity crashes and improve US97 operations. Project also includes other miscellaneous improvements including pedestrian improvements, bridge deck overlays, pavement preservation, and ADA upgrades.		
Administration	\$	6,300,702
Construction Engineering	\$	12,750,209
Other	\$	57,899,881
Right of Way	\$	-
Utilities	\$	146,709
21483	\$	3,709,521
US20: Mervin Samples - Greenwood (3rd St, Bend)		
Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.		
Administration	\$	760,113
Construction Engineering	\$	413,891
Facilities for Pedestrians and Bicycles	\$	2,665,263
Preliminary Engineering	\$	(129,746)
21489	\$	273,901
US20: 3rd St - 15th St (Greenwood, Bend)		
Rebuild and replace existing ADA curb ramps to current ODOT requirements, upgrade un-signalized intersection signs, construct new marked crosswalks with a pedestrian refuge at 4th St, rehab and construction of sidewalks on Greenwood, and multiuse path between Mt Washington and Division on 3rd Street.		
Administration	\$	27,143
Preliminary Engineering	\$	246,758
Right of Way	\$	-
21578	\$	524,600
Bend MPO Planning SFY23		
Planning funds for projects identified in state fiscal year 2023 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).		
Planning	\$	524,600
21581	\$	1,369,400
FY 2021 Bend 5307 Transit Funding		
Bend Urbanized Area Transit Operations, ADA Service, Preventive Maintenance, Project Administration, Security System Upgrades	\$	13,700
FY 2021 Section 5307 - Operations, ADA Service, Preventive Maintenance, Project Administration, Security System Upgrades	\$	1,355,700
21667	\$	138,525
US20: Ward / Hamby Rd. Intersection		

Table 3: FFY 2021 Federal Obligation Details, Continued...

Project Details	Sum of FY2022 Obligations Amount	
Intersection safety improvements to reduce crashes and improve system operations for travelling public.		
Administration	\$	13,728
Construction Engineering	\$	-
Preliminary Engineering	\$	124,798
Safety	\$	-
22607	\$	567,500
Revere Avenue Rail Crossing (Bend)		
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.		
Administration	\$	67,500
Planning	\$	500,000
FFY 2022 Obligation Total	\$	91,626,148

Table 4: Federal Fund Code and Description

Fund Code	Description
Advanced Transportation and Congestion Management Technologies Deployment	The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program to provide competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, and system performance.
FTA 5303 Planning Funds	FTA Section 5303 funds are used for transportation planning in metropolitan areas and states. The funding can be used for long-range plans and short-range programs reflecting transportation investment priorities. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.
FTA 5307 Funds	FTA Section 5307 funds are distributed on a statutory formula basis to support capital, and certain operating and planning expenditures for publicly owned transit systems. For capital or planning projects, these funds have a funding ratio of 80% federal and 20% local; for operations, the maximum federal share is 50%.
High Risk Rural Roads	The High Risk Rural Roads Program (HRRRP) was established through a set aside from each State's apportionment of Highway Safety Improvement Program (HSIP) funds for construction and operational improvements on high risk rural roads. High Risk Rural Roads are defined in 23 USC 148(a)(1) as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan." The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a Special Rule for high risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA), and requires a State to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases.
Highway Safety Improvement Program	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
INFRA Grant	The freight-focused Infrastructure for Rebuilding America (INFRA) grant program is a competitive grant program for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
Metropolitan Planning (PL)	PL are used for transportation planning in metropolitan areas. The funding can be used for the full range of MPO planning responsibilities. Funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.
National Highway Performance Program	The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
Railroad Crossing Elimination Grant Program	This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. This program was authorized in Section 22305 of the IIJA. 49 U.S.C. § 22909.

Table 3: FFY 2021 Federal Obligation Details, Continued...

Surface Transportation Block Grant (STBG) - ODOT	STBG funds received by ODOT are used for highway, transit, bicycle, pedestrian and other transportation options projects. The STBG Program promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs. Note: Previously known as the Surface Transportation Program (STP).
STBG - MPO	Surface Transportation Block Grant (STBG) funds are provided to the MPO based on a formula set thru an agreement between ODOT, the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC). The MPO receives approximately \$1.5 million per year. These funds are programmed for eligible projects within the MPO by the Policy Board.

News Release – Public Notice

Posted

1/24/2022

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

The Bend Metropolitan Planning Organization (MPO) Policy Board will discuss these amendments in the February meeting. *The meeting will be held on 2/21/2023.* 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-ews> in the list, choose Bend MPO.

Summary of Amendments –

Project Key Number	Project Name	Proposed Project Total	Amendment Type	Change Reason
22442	Sisters and Bend curb ramps	\$17,633,346	Full Amendment	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA). Bend - 150 ramp replacements on portions of US20 & US97 in Bend that were not included in ramp upgrades as part of recent ODOT Projects) Sisters - 76 ramp replacements on US20 through Sisters) Increase the Construction phase estimate by \$8,591,030, adding ADA program funds. Project total increasing from \$9,042,316 to \$17,633,346. See project details: https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22442

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.