

Unified Planning Work Program Fiscal Years 2024 and 2025

Covering July 1, 2023 to June 30, 2025



BMPO Bend Metropolitan
Planning Organization

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

Resolution Number 2023-02
Bend Metropolitan Planning Organization Policy Board

For the Purpose of Adopting the Fiscal Year 2023-2025 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 years 2023-2025, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and

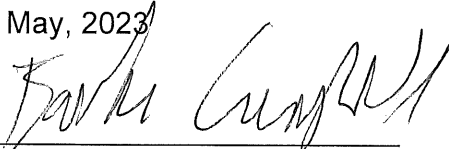
WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal years 2023-2025

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP for fiscal years 2023-2025

Adopted by the Bend Metropolitan Planning Organization the 19th of May, 2023

Yes: 3 No: 0 Abstain: 0

Authenticated by the Chair this 19th of May, 2023



Barb Campbell, Chair

Attest:



Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization (BMPO)

Policy Board

Barb Campbell, Chair, City of Bend
Phil Chang, Deschutes County, Vice-Chair
Ariel Mendez, City of Bend
Bob Townsend, ODOT Region 4
Mike Riley, City of Bend

Technical Advisory Committee

Robin Lewis, City of Bend
Eric Lint, Cascades East Transit (CET)
Peter Russell, Deschutes County
Dave Thompson, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
Henry Stroud, Bend Park and Recreation District (BPRD)
Rick Williams, ODOT Region 4
Joshua Clawson, Central Oregon Community College (COCC)
Casey Bergh, Oregon State University Cascades
Greg Bryant, Community Member
Liza Hamada, Community Member
Brian Potwin, Commute Options
Sharon Smith, Bend La Pine Schools
Angie Brewer, Oregon Department of Land Conservation and Development*
Jasmine Harris, Federal Highway Administration*
Ned Conroy, Federal Transit Administration*

*indicates non-voting members

BMPO Staff

Tyler Deke, Manager
Andrea Napoli, Senior Planner



Table of Contents

Overview	4
Purpose.....	4
UPWP Development Process.....	5
UPWP Amendment Process	6
UPWP Public Notification Process	7
Organizational Structure.....	7
Planning Emphasis Areas	11
BMPO Activity Deferrals.....	15
ODOT Funding Support to the BMPO	15
BMPO Work Summary for Fiscal Year 2023.....	16
BMPO Work Program, Fiscal Years 2024 and 2025.....	17
TASK 1: BMPO Development and Program Management	18
TASK 2: Short Range Planning.....	25
TASK 3: Long Range Planning	33
TASK 4: Travel Demand Modeling and Data Collection and Analysis.....	41
COVID Relief Program	49
TASK 1: COVID Relief Program	49
Significant Budget Changes from the Previous Year	54
Financial Policies.....	54
Description of Line-Item Budget	54
APPENDIX A: Summary of Deliverables from the 2022-23 UPWP	58
APPENDIX B: Planning, Development and Construction Overview	60
APPENDIX C: List of Transportation Planning Definitions and Acronyms.....	69
APPENDIX D: Comment Log and Public Notice Schedule	75
APPENDIX E: MPO UPWP Protocols	80
APPENDIX F: FHWA Planning Emphasis Areas	86

Bend Metropolitan Planning Organization Unified Planning Work Program FY 2024 and FY 2025

Overview

The Unified Planning Work Program (UPWP) is a document that incorporates all transportation planning and supporting continuing, cooperative, and comprehensive (3Cs) planning processes and activities in the Bend Metropolitan Area during state fiscal years 2024 and 2025¹ 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 as stated in Title 23 of the US Code Section 450, Part 300.

Pursuant to Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm> guidelines and the code of federal regulations Title 23 of the US Code, section 134 the FY 2024 and FY 2025 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, 2023 to June

¹ The State of Oregon fiscal year runs from July 1, 2023 to June 30, 2024 and July 1, 2024 to June 30, 2025 are the business years for the UPWP. The federal fiscal year 2024 begins October 1, 2023 and runs through September 30, 2024. The federal fiscal year 2025 begins October 1, 2024 and runs through September 30, 2025.

30, 2025. 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).
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 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 (PEA) 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 April 2023 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.

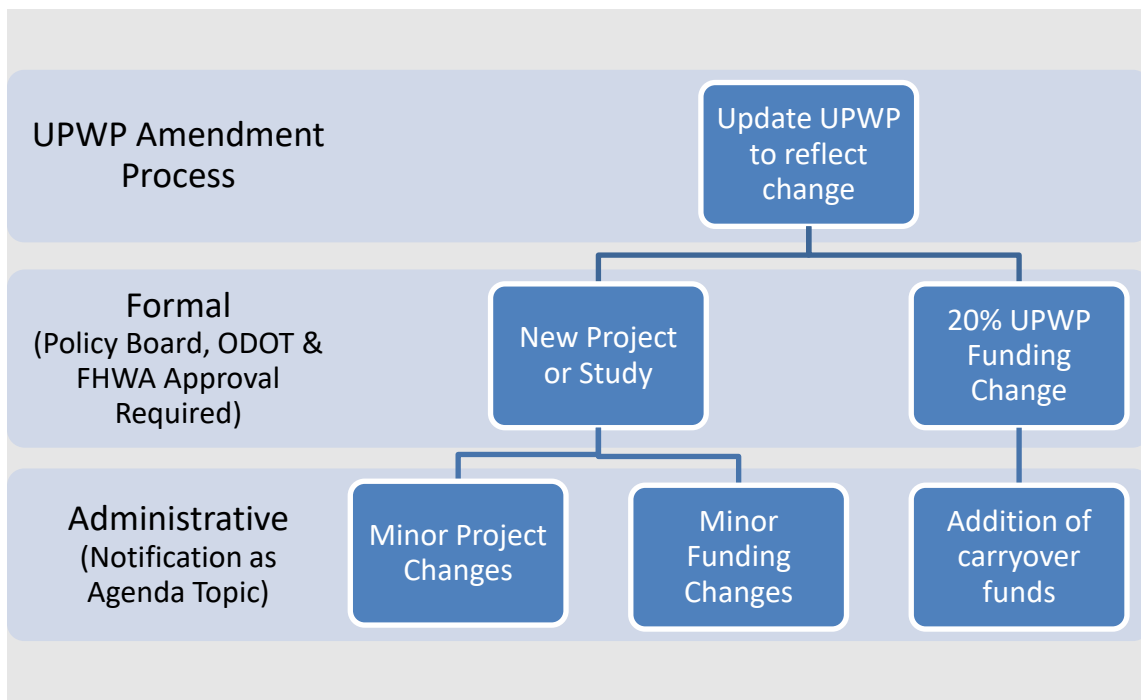
Formal amendments to the UPWP require approval by the MPO Policy Board and are required when any of the following occur:

- 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



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.

Bend MPO will follow the processes outlined in the ODOT created UPWP Protocols for amendments. This process is shown in 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 comments were considered and whether they were incorporated.

Organizational Structure

The BMPO was designated on December 18, 2002, by the Governor of Oregon³. 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 long-range Metropolitan Transportation Plan (MTP)
- Develop and maintain a short-range 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

³ Link to Bend MPO designation letter:
<https://www.bendoregon.gov/home/showpublisheddocument/55008/638112891823900000>

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) 2022	Annual Update, due within 90 days of Federal Fiscal Year end	December 2022	Every December
Unified Planning Work Program (UPWP)	2021-22 UPWP	Annual, July 1 - June 30	Every April	April 2024 to update
Public Participation Plan	August 2021	Review for update every 3 – 4 years	August 2021	August 2024
Title VI Plan	October 2019	Review for update every 3-4 years. Update mapping annually; annual reports submitted to ODOT.	Review for update completed October 2022. FY22 Annual Report submitted October 2022.	October 2025
Metropolitan Transportation Plan (MTP)	Adopted September 2019	Update every 5 years		September 2024
Metropolitan Transportation Improvement Program (MTIP)	2021-2024 MTIP adopted in 2020	Update every 2 years	Spring 2020	June 2023

Table 1 Notes:

The latest plans can be reviewed using the link in the Plan Name column and are posted online at www.bendmpo.org.

Table 2: Performance Measure (PM) Reporting Status

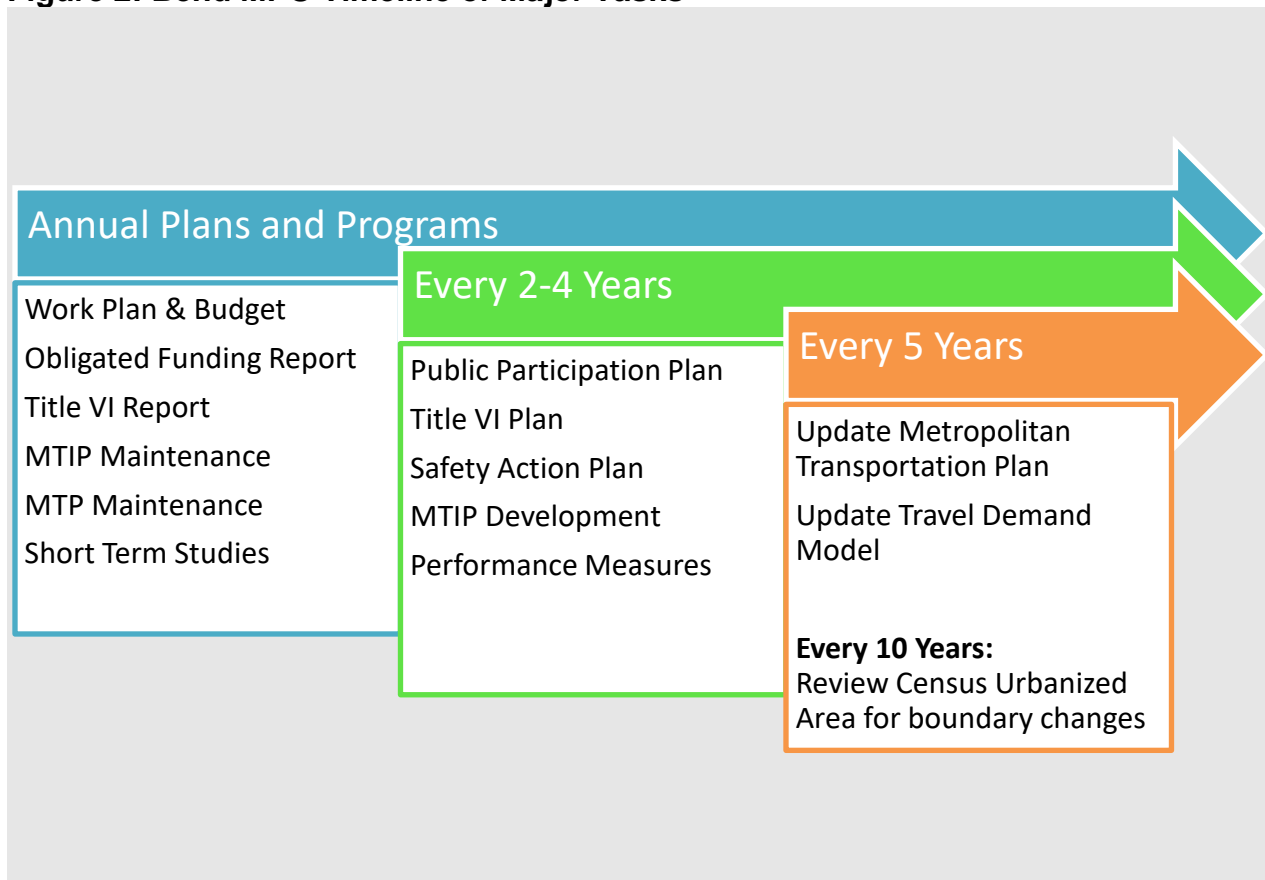
MPO Policy Board adopted Resolutions to support the State targets for the following Federal Highway Performance Measures in 2018

Measure	ODOT or CET Action	MPO Adoption Date	MPO Plan or Program with PMs	Action Planned	Target Date for Update
Roadway Safety	ODOT initial adoption 10/14/16 ODOT Safety Action Plan 9/2021 ODOT Performance Report Updated 2020	October 2018, update in MTP 9/2019, Spring 2023 reaffirm state targets.	Bend Transportation Safety Action Plan (TSAP), 2021-2024 MTIP, 2040 MTP	Bend MPO TSAP update to begin in FY24, update to most current Crash data for analysis. Annual review of Safety PMs with ODOT Transportation Safety Office	Spring 2024. Review with ODOT annually
Pavement and Bridge Condition	ODOT initial adoption 5/20/18 Bridge Report 2021 Pavement Report 2020	October 2018, update in MTP 9/2019, Spring 2023 reaffirm state targets.	2021-2024 MTIP, 2040 MTP	Coordination with ODOT and local jurisdictions to update condition reports, MTP updated 2024	Spring 2024. Review with ODOT
System Performance	ODOT initial adoption 5/17/18 ODOT Performance Report Updated 2020 ,	October 2018, update in MTP 9/2019. Spring 2023 reaffirm state targets.	2021-2024 MTIP, 2040 MTP	Coordination with ODOT and local jurisdictions to update condition reports, MTP updated 2024	Spring 2023. Review with ODOT
Transit State of Good Repair	CET is included in the Tier II Transit Asset Management Group Plan developed in October 2018 by ODOT.	April 2020	2021-2024 MTIP, 2024-2027 MTIP, 2040 MTP	2023	Spring 2024
Transit Safety	CET safety plan approved February 2020	April 2020	2021-2024 MTIP, 2024-2027 MTIP, 2040 MTP	2023	Spring 2024

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 in Task 4 details efforts the Bend MPO plans 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.

Complete Streets are Safe Streets



- **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 FY 2024 and FY 2025 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 Years 2024 and 2025

Major Activities	Activity Overview	Where to find out more	Planning Emphasis Area							
			Climate	Equity	Complete Streets	Public Involvement	Strategic Highway	FLMA	Planning & Enviro.	Data
Annual Obligated Funding Report	Annual list of federally funded project expenses is reported each year	Task 2.C				●				
Census 2020	Boundary and Functional classification updates with the 2020 Census data are reviewed	Task 1.F						●		●
Climate-Friendly and Equitable Communities	Oregon's transportation and housing planning in Bend MPO region includes additional requirements as provided in the adopted Climate-Friendly and Equitable Communities rules by the Oregon Department of Land Conservation and Development.	Task 2.E-2	●	●	●	●	●		●	●
COVID Relief Funding	The Bend MPO received \$1,500,900 from the Coronavirus Response and Relief Supplemental Appropriations Act Funds. 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.	Covid Task 1		●		●			●	
Data Development	Transportation and regional data are required for all programs and projects for the MPO to include transportation model development and local analysis of development plans. Tasks include coordinate multi-modal count program with City of Bend staff to assess current trends. Data development for project analysis, equity mapping	Task 4		●		●	●			●
ECO Rule	Under Department of Environmental Quality (DEQ) ECO (Employee Commute Option) Program, employers with more than 100 employees must provide commute options to employees designed to reduce the number of cars driven to work. (Department of Environmental Quality, Commute Options, City of Bend)	Task 2.E-2	●			●				●
Federal Carbon Reduction Program	The federal Infrastructure Investment and Jobs Act (IIJA) created a new Carbon Reduction funding program. The Bend MPO area will be eligible for about \$1.2 million through this program. The application process is expected to be complete prior to FY24.	Task 3.H	●		●					
Household Travel Survey	ODOT plans to launch a statewide survey in 2023 to gain data to create a complete picture of regional transportation patterns to better plan for future improvements. MPO manager participation in scope, design and implement an on-board public transit rider survey.	Task 4.D				●				●

Major Activities	Activity Overview	Where to find out more	Planning Emphasis Areas								
			Climate	Equity	Complete Streets	Public Involvement	Strategic Highway	FLMA	Planning & Enviro.	Data	
Metropolitan Transportation Improvement Program (MTIP)	Transportation Investment Program, which identifies project scopes, budgets and timing for delivery within the MPO.	Task 2.A	●			●					●
Metropolitan Transportation Plan (MTP)	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	Task 3.A	●	●	●	●	●	●	●	●	●
Oregon Modeling Statewide Collaborative (OMSC)	Bend MPO manager is the representative for = small MPOs on the Executive Committee. Also participate on the Policy Committee, Modeling Program Coordination subcommittee,	Task 4.D		●		●					●
Regional Transportation Strategies	Central Oregon Area Commission on Transportation (COACT) committee involvement with regional planning efforts.	Task 2.E-1	●	●		●	●			●	●
Safety Implementation Plan	Transportation safety efforts to continue the regional safety committee through COACT, update crash data analysis in MPO and develop messaging campaigns to reduce fatal and serious injury crashes in the region.	Task 3.D			●	●					●
State Legislative Priorities FY24	Track legislative priorities of the Oregon state regular sessions convene each January and may last 160 days in odd-numbered years and 35 days in even- numbered years.	Task 2.E-1	●	●	●	●	●	●	●	●	●
STBG Funding Process	Next call for projects in 2025. FY24-25 to manage project status and awards.	Task 2.D			●	●					●
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.	Task 1.A				●					
Transit Planning	Continued coordination with Cascades East Transit	Task 3.F	●	●						●	●
Travel model	The Bend Redmond travel model 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 and 2045 model scenario will be developed.	Task 4.A	●						●	●	●
US20 Refinement Plan	Specific improvements and projects to be developed in this ODOT Region 4 led plan for US20 in Bend, MPO Policy Board may led the public participation efforts with meetings and decisions on project prioritization.	Task 2.E-2			●	●	●				●
US97/Reed Market Rd Plan	Reed Market Road Operations and Safety Study is led by ODOT Region 4. MPO staff and Policy Board will be involved and provide a public participation platform for decisions and updates.	Task 2.E.2			●	●	●				●

BMPO Activity Deferrals

Over the past decade, federal funding (PL: Public Law 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 and draft 2024-2027 MTIP. These STBG funds support increased staffing and 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, model update service contracts, 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 supporting performance measures
- Expanded and enhanced public engagement options for on-going and specific MPO work items
- Accelerate objectives and programs 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. The City of Bend is preparing to become a certified agency with ODOT in FY24 or FY25 to receive federal funds with the potential changes to the STBG Fund Exchange program. Bend MPO is expecting that up to \$250,000 in STBG funds will be available for planning service contracts and/or small transportation improvement projects.

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 2023

Listed below are some of the tasks completed or started by the Bend MPO in FY 2023. Also listed are some projects that included significant MPO involvement.

Tasks Completed

- ✓ Annual Listing of Obligated Funds report
- ✓ 2021-24 MTIP maintenance
- ✓ Development of the 2024-2027 MTIP Project list
- ✓ Title VI annual report
- ✓ Second round of STBG funding applications processed
- ✓ Updates and edits to the MPO web pages
- ✓ Transportation Safety Action Plan implementation continued
- ✓ 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
- ✓ Updated MPO Bylaws
- ✓ Updated MPO-City of Bend agreement
- ✓ 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 Policy Board)
- US97/Reed Market Road/3rd Street Operations Study (ODOT led process)
- Updates to the 2040 travel model scenario
- 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 Statewide Collaborative, and serving on the Policy Committee, Technical Tools Subcommittee, Modeling Program Coordination Subcommittee, Travel Survey Subcommittee, and Emerging Technologies work group
 - Household travel survey developing and pilot survey testing (full survey implementation expected in fall 2023 and spring 2024)
 - ActivitySim model development (two consultants under contract)
- MPO representation on various transportation-related committees/groups, including:
 - Serving as alternate on DEQ Employee Commute Option rule-making advisory committee
 - Serving as alternate on the Oregon Transportation Plan update policy committee
 - Serving on ODOT committee to develop program for federal Carbon Reduction Funding
- Transportation modeling support: land use development, plans and projects



Figure 3: US97/Baker Road Interchange Area Management Plan (IAMP). ODOT is leading development of the US97/Baker Road IAMP. The BMPO Policy Board served 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>. Note that this project is currently on-hold.

BMPO Work Program, Fiscal Years 2024 and 2025

This work plan is split into two programs, MPO Program and COVID Relief Program. The MPO Program shows tasks and deliverables for Fiscal Year (FY) 2024 and 2025 (Covering July 1, 2023 to June 30, 2025). The funding levels in the budget tables show FY 2024. Fiscal Year 2025 funding will be amended to the UPWP as an amendment in the end of FY24 MPO budgetary sources such as PL, 5303 and STBG funding are summarized for each task. The COVID Relief Program is set up as a COVID Relief Interagency Transfer in a separate task, MPO anticipates these funds will be awarded to another agency.

TASK 1: BMPO Development and Program Management

Task One	
FHWA PL Funding	\$ 117,000
State Match for FHWA PL	14,800
FTA 5303 Funding	16,400
STBG - UPWP	114,600
In-Kind Local Match - UPWP ¹	15,000
Beginning Working Capital ¹	100,000
Loan from General Fund ²	100,000
Total Task 1	\$ 477,800
Percent of MPO Program ³	29.7%

Table 4: Task 1 Funding Resources

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, 2024 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 and equity efforts; financial management; and Oregon Metropolitan Planning Organization Consortium (OMPOC) 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 federal Carbon Reduction Program, TSAP implementation project, US20 Refinement Plan, and US97/Reed Market Rd 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 FY24 as Oregon State Legislative session concludes rule-making efforts. Funding opportunities will occur for the federal Infrastructure Investment and Jobs Act and Oregon's climate change efforts.

In FY23, staff continued to expand utilization of its SharePoint site for MPO files and records. The site will replace the existing internal server-based storage system. Work to allow greater utilization of the SharePoint site will continue for FY24 and FY25.

Engagement of Tribes and Federal Lands Management Agencies: Although tribal lands are not located within or adjacent to the Bend MPO boundary, historic ties likely exist. The Bend MPO is expecting to have a documented tribal consultation process developed by FY24.

Previous Work Completed:

- MPO SharePoint site established
- Revised outdated intergovernmental agreements
- Developed MPO contract template
- 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 and maintenance of SharePoint site
- Monitor and engage in rule-make efforts associated with the state and federal efforts
- Tribal consultation agreements; Federal Land Management Area 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 coordination of meeting services, professional development, Deschutes County facility and resources for meeting.

Timeframe: Ongoing: July 2023 - June 2025

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 developed every 2 years and updated annually. The UPWP 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 listed in Appendix E.

Previous Work Completed:

- 2022-23 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
- Indirect rate authorization and supporting documentation
- 2024-2025 UPWP adopted and maintained
- 2024 and-2025 Budget adopted and maintained

In-Kind Match Sources Include: Review by Technical Advisory Committee

Timeframe: Ongoing July 2023 – June 2025.

PEA Supported: Public Involvement

Lead Agency: Bend MPO

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

Tasks Year 1

FY24 Budget Maintained

FY23 Match Report Submitted

Tasks Year 2

Amend FY24-25 UPWP

Develop FY25 Budget

Products Year 1

FY 24-25 UPWP

FY24 Budget

Products Year 2
FY24-25 UPWP amendments
FY25 Budget

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 FY 24 and FY 25

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 FY22.

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
- Targeted 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

Deliverables:

- Use the public outreach and engagement processes identified for MPO tasks and projects as outlined in current PPP
- 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 2023 - June 2025

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 current Title VI Plan (and Public Participation Plan 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 FY22, staff completed a concerted effort

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

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 FY22. Staff developed and finalized an interactive BMPO Equity Mapping Tool in FY23 to be used to assist in planning and project funding decisions. In FY23, the tool was used to assist in funding decisions.

For FY's 2024 and 2025, staff will add new datasets (such as crash data and previously funded project locations) to the Equity Mapping Tool (see Figure 9). Additionally, the tool will be updated during the release of the most current demographic data from the Census Bureau. 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 and updates to BMPO Equity Mapping Tool
- 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 each year
Population mapping: 3rd quarter each year
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 FY2023-24.

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 of FY24

PEA Supported: Data, Equity, Public Involvement

Lead Agency: Bend MPO

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

Table 5: Task 1 Estimated Timeline

Task 1 Subtask Letter/Title	FY23-24				FY24-25			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	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								

TASK 2: Short Range Planning

Task Two	
FHWA PL Funding	\$ 24,400
State Match for FHWA PL	2,700
FTA 5303 Funding	26,200
STBG - UPWP	31,300
In-Kind Local Match - UPWP	6,600
Total Task 2	\$ 91,200
Percent of MPO Program	9.7%

Table 6: Task 2 Funding Resources

Description: This task covers short term activities including Performance Measures, 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

The 2024-27 MTIP was adopted by the Policy Board in spring 2023 and will be maintained to include website development, plan updates and amendments posted as required. The 2024-27 MTIP was developed with local and state partners. The 2024-27 MTIP was adopted in FY23 after public notice. Sponsoring agencies initiate the requested MTIP amendments, identified as either “administrative” or “full” as provided in the associated approval processes as shown in the ODOT-FTA-FHWA Amendment Matrix. MPO and ODOT Region 4 staff meet monthly to review project status to align the Statewide Transportation Improvement Program (STIP) and MTIP

The Oregon Transportation Commission is scheduled to adopt the 2024-27 STIP in July 2023. USDOT is scheduled to approve the STIP and MTIPs for Oregon in September 2023. For the first quarter of FY24, the 21-24 and 24-27 MTIP documents will both be maintained.

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.

Previous Work Completed:

- Development and adoption of the 2024-2027 MTIP
- Participated in monthly and quarterly STIP/MTIP meetings

Year One Deliverables:

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

Year Two Deliverables

- Maintenance to the 2024-27 MTIP

In-Kind Match Sources Include: MPO Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Maintenance of 2024-27 MTIP: ongoing
STIP/MTIP meetings: quarterly meetings
MTIP management (Plan, Amendment Notices, and Website)

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. The performance measure targets for the MPO and monitoring processes are coordinated with the ODOT Performance Management Program

Previous Work Completed:

- Adoption of performance targets
- Coordination with ODOT to review the proposed updated statewide targets

Deliverables:

- Ongoing coordination with ODOT as it reviews and updates its targets and develops and submits its reports. ODOT Target Dates were reported in October 2022, MPO to review measures with ODOT every year for safety and every two years for system performance.
- MTP performance measure updates as needed
- MTIP performance measure updates as needed.

In-Kind Match Sources Include: MPO Technical Advisory Committee outreach and review, Regional Agencies

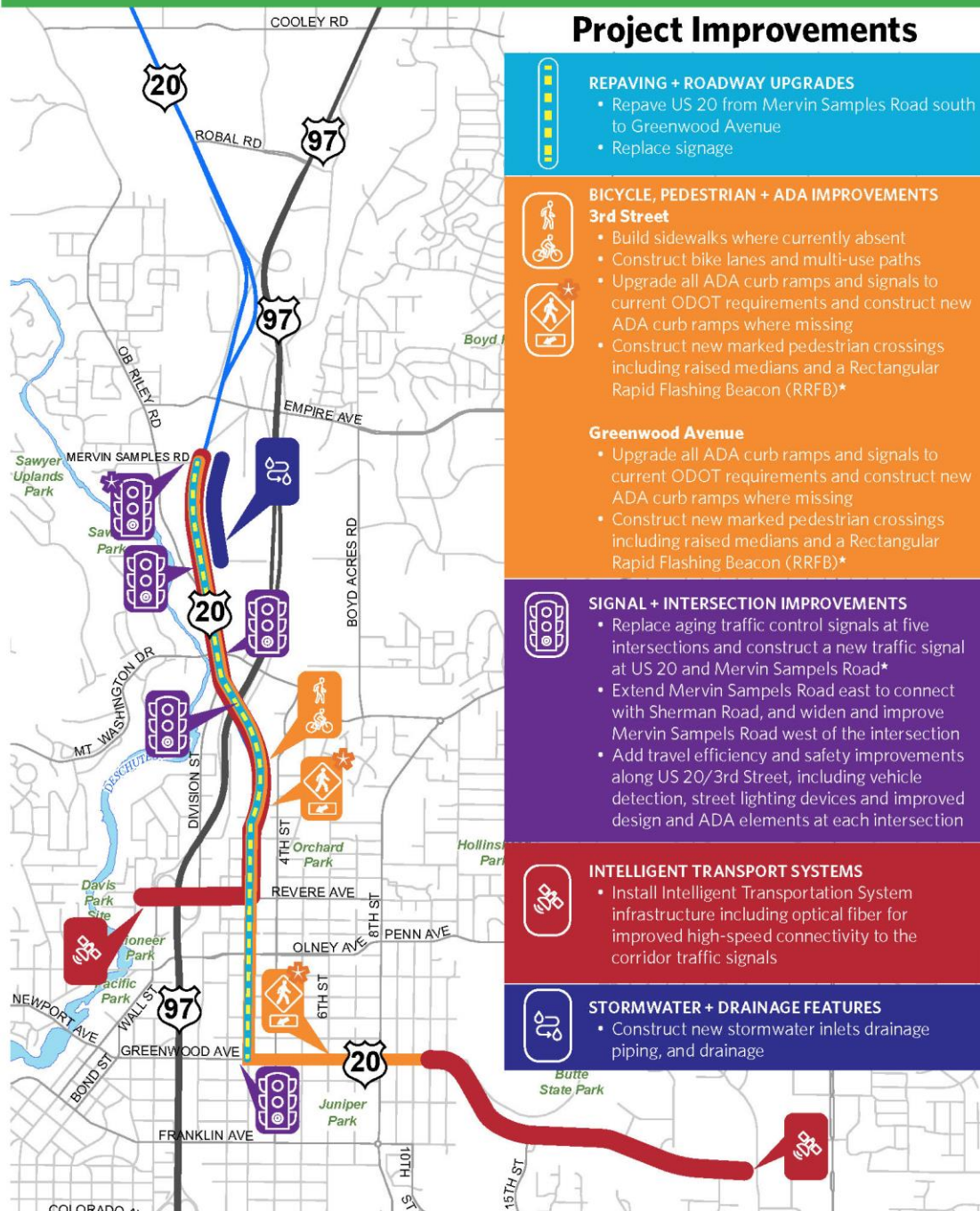
Timeframe: Review and update MPO targets in 2nd - 3rd Quarters of 2024

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)



Project Improvements



REPAVING + ROADWAY UPGRADES

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



BICYCLE, PEDESTRIAN + ADA IMPROVEMENTS

3rd Street

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



Greenwood Avenue

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



SIGNAL + INTERSECTION IMPROVEMENTS

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



INTELLIGENT TRANSPORT SYSTEMS

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



STORMWATER + DRAINAGE FEATURES

- Construct new stormwater inlets drainage piping, and drainage

Figure 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 includes improvements that will benefit all travel modes. Additional work will be done through a US20 Refinement Plan in 2024 in this same area as provided at this site

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=00006>

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:

- FY2022 report

Deliverables:

- Annual Listing of Federally Obligated Projects for 2023 and 2024

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, due by 12/31 of each calendar 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 Fiscal Years 2022 and 2023 the MPO prepared for and conducted their second competitive STBG project application process. The next project solicitation is expected to be conducted in FY26.

Previous Work Completed:

- Funding distributions for 2022-27
- Funding agreements with recipients
- Refinement and conducting of STBG funding distribution and application process

Deliverables:

- Funding agreements, if necessary, for recipients
- Programmed projects
- Modifications to projects if necessary

In-Kind Match Sources Include: MPO Technical Advisory Committee, Regional Agencies

Timeframe: Funding agreement assistance in the 1st and 2nd quarters of FY24; project delivery in award year

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

Lead Agency: Bend MPO

Other Agencies Involved: ODOT, Cascades East Transit, City of Bend, BPRD 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)
- 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 D.
- 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 (DEIA) 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)
- Deschutes County TSP update TAC (Deschutes County)
- CET Bend to Mt. Bachelor/Elk Lake Summer Shuttle Stakeholder and Partner Group (CET)
- ODOT Region 4 Data workgroup (ODOT)
- ODOT Traffic Records Coordinating Committee (ODOT)
- Oregon Modeling Statewide Collaborative (Executive Committee, Policy Committee, Modeling Program Coordination Committee, Emerging Technologies Subcommittee, ABM workgroup)

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 2023 - June 2025

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):

- City of Bend Federal Certification Process (City of Bend)
- City of Bend Transportation Funding [transportation system development charge update and other funding discussions] (City of Bend)
- City of Bend and ODOT Region 4 IIJA grant applications (City of Bend and ODOT Region 4)
- US97 Bend North Corridor (ODOT) – see Figure 7 project map?
- US97/Baker Road Interchange Area Management Plan (ODOT) – see Figure 7 project map?
- US20 Refinement Plan (ODOT) – see Figure 6 project map?
- US97/Reed Market Rd Plan (ODOT) – see Figure 7 project map?
- City of Bend UGB planning (City of Bend)
- City of Bend CIP projects (City of Bend)
- State of Oregon climate change planning and [Climate Friendly and Equitable Communities](#) initiative (City of Bend, ODOT and DLCD)
- Eco Rule - Under DEQ's ECO Program, employers with more than 100 employees must provide commute options to employees designed to reduce the number of cars driven to work. (Department of Environmental Quality, Commute Options, City of Bend)
- Alternate on the Policy Coordinating Committee for the Oregon Transportation Plan and Oregon Highway Plan updates (ODOT)

As has occurred in prior years, it is anticipated that additional projects will arise in the FY2024 and FY2025 fiscal years 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 2023 – June 2025

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 2023 – June 2025

PEA Supported: Equity, Climate, Public Involvement

Lead Agency: BMPO, CET

Other Agencies Involved: Deschutes County, ODOT

Table 7: Task 2 Estimated Timeline

Task 2 Subtask Letter/Title	FY23-24				FY24-25			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	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								

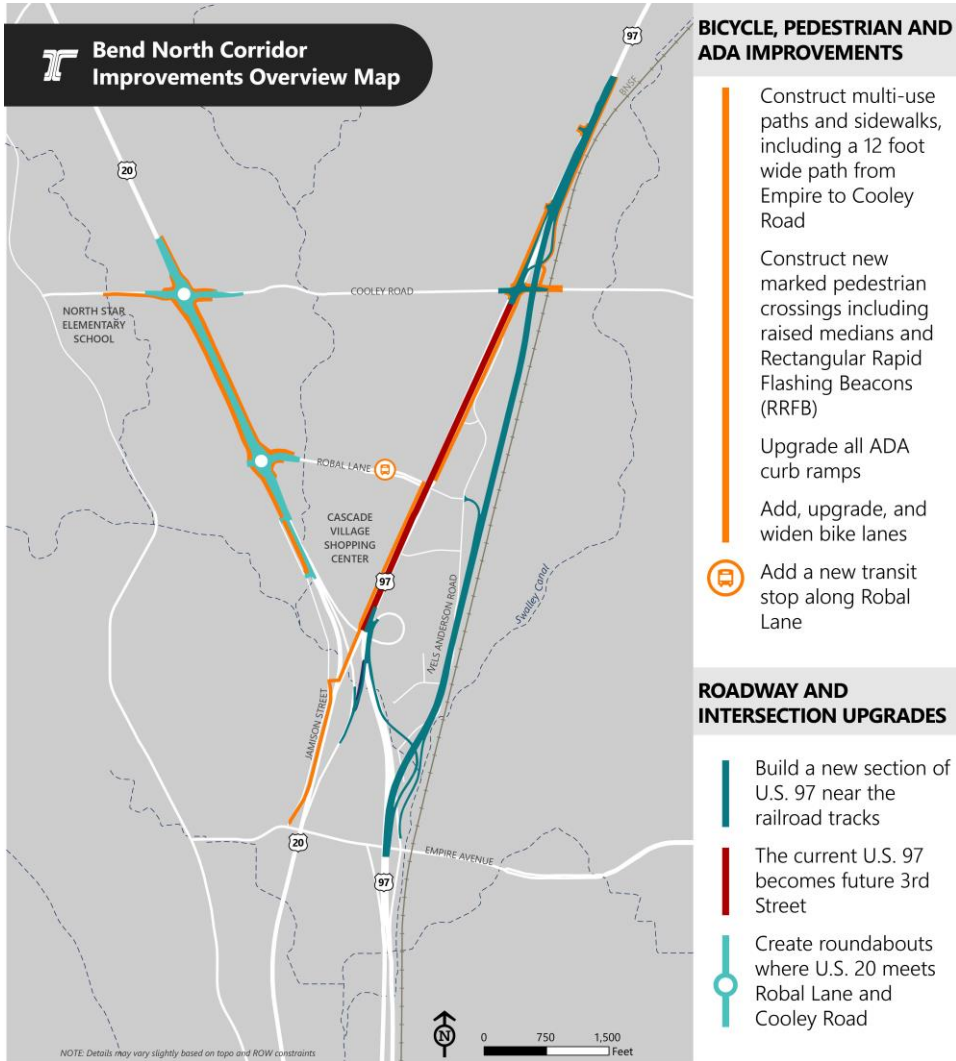


Figure 7: US97 North Corridor Project - The US97 North Corridor project is the largest project undertaken in the Bend MPO in the past 20 years.

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>

TASK 3: Long Range Planning

Task Three	
FHWA PL Funding ¹	\$ 24,400
State Match for FHWA PL	2,700
FTA 5303 Funding	16,400
STBG - UPWP	52,100
STBG - Fund Exchange ²	120,000
ODOT Safety Funds ³	95,000
In-Kind Local Match - UPWP	7,800
ODOT Safety Local Match ⁴	19,000
Total Task 3	\$ 337,400
Percent of MPO Program	36.1%

Table 8: Task 3 Funding Resources

¹ The IJJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires States and Metropolitan Planning Organizations to expend not less than 2.5 percent of PL funds on Complete Streets planning activities (see BIL § 11206(b)). The PL funding work satisfies this requirement with Task 3, Subtasks A and D. MPO staff time for these tasks are provided by PL funding. 2.5% of the full PL funding for the full UPWP.

² 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.

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

⁴ ODOT safety grant funds require a 20% in-kind match

Description: Task 3 includes work to update the MTP, 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, and assisting the City of Bend as it addresses Oregon’s climate change planning and rulemaking.

Subtask A. Metropolitan Transportation Plan (MTP) Update

The BMPO is on a 5-year MTP update cycle, with the next update to be adopted by September 2024 (FFY25). Initial work on the plan update will begin in January 2023. The expected timeframe to complete the plan update is expected to take approximately 20-months

The MTP update will 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.

Previous Work Completed:

- Scope of work and schedule for MTP update tasks

Deliverables:

- Updated MTP chapters
- Adopted MTP
- Travel demand model update (more detail under Task 4)

In-Kind Match Sources Include: MPO Policy Board and Technical Advisory Committee for outreach and review, Regional Agencies

Timeframe:

- MTP amendments, ongoing
- Update will encompass all of FY24 into early FY25

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 and the ODOT STIP include funding to implement some of the projects in the ITS Plan. In FY2023-24, components of the ITS Plan will be updated. This work will be included as a stand-alone work task in the MTP update schedule. There may be a combination of MPO and ODOT funding to update the ITS Plan. 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
- ITS projects implemented by City of Bend, ODOT Region 4 and CET

Deliverables:

- Updated components of the Deschutes County ITS Plan 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:

- Schedule and action plan: 1st and 2nd quarters FY24
- Updated sections of Deschutes County ITS Plan: 3rd and 4th quarters FY24 and 1st

quarter FY25

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

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 was expected by the end of the 2022 calendar year. However, this project has been placed on-hold for an unknown amount of time due to a pending access point reconfiguration. When completed, 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 FY24
- MTP amendments (if needed): 1st quarter FY24

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

The Bend Area Transportation Safety Action Plan (TSAP was completed in 2019.) An update to this plan will occur in FY24 with consultant analysis of updated ODOT crash data. Bend MPO received a grant from the ODOT Safety Division grant for implementation of action items identified in the 2019 TSAP. The focus is to develop a regional transportation safety committee.

In FY22, MPO staff implemented a regional safety committee with the Central Oregon Area Commission of Transportation (COACT). COACT is a three-county regional transportation committee to include Deschutes, Jefferson, and Crook counties. The regional committee consists of elected officials for cities and counties in the region.

The work plan is to create a forum for discussion of safety issues on a regional level, create safety messages for the three-county media area, and develop a schedule for the region to enhance the safety action plans. It is important to note that several counties and cities have not completed safety action plans. The benefit of creating a regional media campaign is two-fold: the region has the same media coverage and many of the crash issues are similar across the region. MPO staff will not be performing crash analysis of areas outside of the MPO, however the sharing of the ODOT crash analysis tools such as [Oregon Transportation Safety Data Explorer](#) is shared will occur. The regional committee will continue to develop objectives to eliminate fatal and serious crashes in FY24 and FY25. The ODOT Safety Division grant will fund the regional committee development, transportation safety media campaign, and Bend MPO crash data updates to the TSAP.

With the development of the tools and action items, 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:

- Creation of a regional transportation safety committee 2022

Deliverables:

- FY24
 - Update crash data analysis in Bend MPO region
 - 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
- FY24 and FY25
 - Continue to develop the regional Transportation Safety Committee
 - Update and implement safety communications plan and calendar

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 enforcement officers within regional emergency service sectors. A separate match report is generated for the ODOT safety grant and will not be credited toward in-kind match reported in the ODOT/MPO UPWP funding agreement. UPWP funding agreement in-kind match will include analysis and GIS support from City of Bend.

Timeframe: Throughout FY24 and FY25

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, CLEAR Alliance, Commute Options

Subtask E. US20 Facility Plan

In late fall 2022, 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). ODOT is utilizing the Policy Board as an advisory committee throughout the course of the project. It is expected that the Policy Board will meet at twice in FY2023-24. Additionally, MPO staff will serve on the Project Management Team (PMT). MPO staff will assist ODOT and the consultant team to schedule meetings of the Policy Board.

Previous Work Completed:

- No significant work in recent years

Deliverables:

- Scheduled Policy Board meetings including agenda packets and meeting minutes
- PMT meetings
- US20 Facility Plan

In-Kind Match Sources Include:

MPO Policy Board outreach and review, Regional Agencies

Timeframe: 1st - 3rd quarters of FY24

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/3rd Street Operations Plan

ODOT Region 4 and the City of Bend initiated development of an operations plan for the US97/Reed Market Road/3rd Street area. In addition to the interchange, the plan is evaluating segments of Reed Market Road, 3rd Street, Division Street and the US97/Reed Market Road interchange. ODOT is utilizing the Policy Board as an advisory committee throughout the course of the project. It is expected that the Policy Board will meet at twice in FY2023-24. Additionally, MPO staff will serve on the Project Management Team (PMT). MPO staff will assist ODOT and the consultant team to schedule meetings of the Policy Board.

Previous Work Completed:

- Bend Parkway Facility Plan

Deliverables:

- Scheduled 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 outreach and review, Regional Agencies

Timeframe: 1st - 3rd quarters of FY24

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 advancing the strategies identified in the [Statewide Transportation Strategy and to implement the Governor's Executive Order on Climate Change](#). In summer 2022, the Land Conservation and Development Commission approved new administrative rules that will require additional land use and transportation planning and analysis by jurisdictions within the MPO. City of Bend staff are developing a work program to address the new rules. MPO staff will assist the City as requested to help meet the new requirements. Additionally, the Department of Environmental Quality is developing new rules to expand the Employee Commute Option program to all the state's MPO areas (it is currently only required in the Portland metro area). The MPO manager is serving as an alternate on the rule-making advisory committee. Once complete, larger employers in the MPO area will be required to have employee commute option programs. MPO staff will work with Commute Options and other partners to help implement the new requirements.

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:

- Assistance to City of Bend to implement the new climate rules for land use and transportation planning
- Assistance to Commute Options and other partners to help impacted businesses address the new employee commute option rules

In-Kind Match Sources Include: MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: Ongoing. MPO will work with its members to develop specific work schedules

PEA Supported: Climate, Data, Public Involvement

Lead Agencies: ODOT and DLCD

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

Subtask H. Federal Carbon Reduction Program

The federal Infrastructure Investment and Jobs Act (IIJA) created a new Carbon Reduction funding program. The Bend MPO area will be eligible for about \$1.2 million through this program. The application process is expected to be complete prior to FY24. Additional project selection and process will occur in FY25 as the program progresses.

Previous Work Completed:

- Member of workgroup developing program and application materials
- Committee review and application coordination

Deliverables

- Convene work group to identify possible project and program priorities for the MPO area
- Assist applicants

In-Kind Match Sources Include: MPO Policy Board and Technical Advisory Committee outreach and review, Regional Agencies

Timeframe: 1st quarter of FY24. Additional work timeline to be determined.

PEA Supported: Climate, Data, Public Involvement

Lead Agencies: ODOT

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

Table 9: Task 3 Estimated Timeline

Task 3 Subtask Letter/Title	FY23-24				FY24-25			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	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. Carbon Reduction Program								



Figure 8: In 2023, ODOT will improve US20 from Bend to Tumalo. The project will include roundabouts at two high-crash rural intersections.

TASK 4: Travel Demand Modeling and Data Collection and Analysis

Task Four	
FHWA PL Funding	\$ 29,200
State Match for FHWA PL	1,100
STBG - Fund Exchange ¹	180,000
STBG – UPWP	10,400
FTA 5303 Funding	6,400
In-Kind Local Match - UPWP	1,900
Total Task 4	\$ 229,000
Percent of MPO Program	24.5%

Table 10: Task 4 Funding Resources

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 in the 2022-2027 period. 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 was 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. In FY2023, the MPO initiated an update to the model to reflect the necessary changes.

2040 Model Scenario Update & Future Updates

The transportation system and land uses are changing regularly within the model area. In FY2022-23, 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 may extend into the 1st quarter of FY2023-24. 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 FY2023-24

2045 Model Scenario

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

Climate Rules Modeling

The travel model will be one of the tools the City of Bend will use to assess how well its plans meet the state's new land use and transportation climate rules. In FY23, the City hired a consultant to help develop and test land use scenarios. That work will continue into FY24. MPO staff will assist with oversight of this work.

Future Model Plan

Staff from Oregon's MPOs and ODOT TPAU have developed a plan to transition the state's travel models, including the Bend Redmond model, to an activity-based model platform. Planning for this transition started in FY2021-22. In FY2022-23, ODOT and staff from the state's MPOs developed a detailed plan with information about the process, including needed data, resources, and timelines. Two consultant teams were hired in FY2022-23 to help with this project. Resource (funding and staffing) commitments will be determined as the project progresses.

Previous Work Completed:

- Development of 2019 model scenario
- Development of 2019 peak season model scenario
- Initiated updates to 2040 model scenario in FY2022-23

Deliverables:

- Work program, schedule and updates the 2040 model scenario to reflect outcomes of various planning efforts
- Work program, schedule and 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. Development of the 2045 model scenario will be funded by the STBG Fund Exchange and will not require an in-kind match for the consultant service expenses.

Timeframe:

- 2040 model scenario update: 1st quarter FY24
- 2045 model scenario: FY24
- Process to annually update travel model: 4th quarter FY24
- Future model plan and development: ongoing (multi-year effort)

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 FY24 and FY25. 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. ODOT Region 4 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 2023 – June 2025

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 2023-2024. The group is working with a contractor to develop and deploy the survey.

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 2023 – June 2025

PEA Supported: Data, Climate

Lead Agency: ODOT

Other Agencies Involved: 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. Pilot testing of the survey will occur in spring 2023. Full implementation of the survey is scheduled for fall 2023 and spring 2024. Survey data processing will occur in summer and fall 2024.

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 public outreach

In-Kind Match Sources Include:

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

Timeframe: Ongoing: July 2023 – spring 2025

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 FY23-24, the City will continue to maintain the countering equipment 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.

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 FY24.

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 perform work tasks more efficiently, and ultimately to improve plans, policies, and decisions. The types of transportation data included in the project are performance, inventory, and maintenance records. These meetings have developed data improvements and sharing methodologies for the regional.

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.

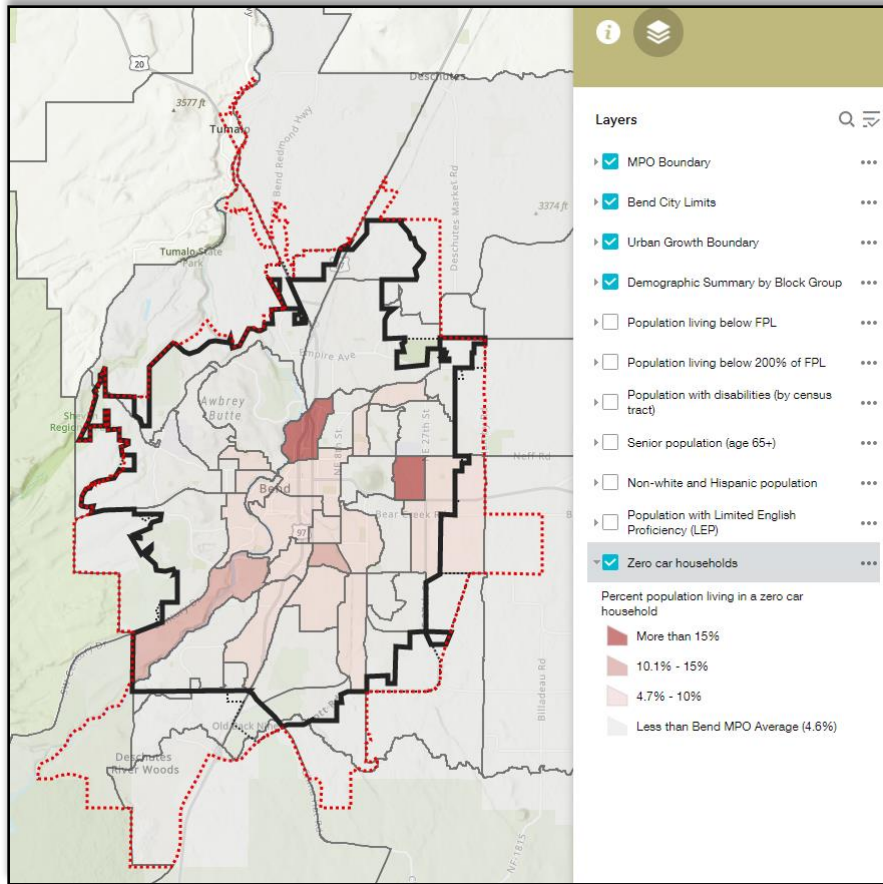


Figure 9: Equity Demographic Viewer

The Equity Demographic Viewer application was developed by the Bend MPO to display key equity demographic datasets sourced from ACS 5-year estimate data and includes ODOT's Transportation Disadvantaged Population Index. Use this link to access the Bend MPO demographic viewer:

<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
- 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 2023-June 2025

PEA Supported: Equity, Data, Public Involvement

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

Table 11: Task 4 Estimated Timeline

Task 4	FY23-24				FY24-25			
Subtask Letter/Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	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								

COVID Relief Program

TASK 1: COVID Relief Program

Task One	
COVID Relief Funding	\$1,180,900

Table 12: Task One COVID Relief Program

Description: This program is for the COVID relief funding. 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 24. 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.

Visit this link for more detail:

https://www.oregon.gov/odot/STIP/Pages/COVID_Relief_Funding.aspx

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 FY24. The MPO must program the funds by September 2024, and the project(s) must be complete by 2029.

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

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. COVID relief funds do not require a match. This match detail is to assist MPO in determining appropriate projects.

Timeframe:

- Programed projects: FY24
- Funding agreements and transfers: FY24

PEA Supported: Complete Streets, Public Involvement, Climate

Lead Agency: Bend MPO

Other Agencies Involved: ODOT, City of Bend, Deschutes County, CET, BPRD

Table 14: COVID Relief Program Task 1 Timeline

Task 5	FY23-24				FY24-25			
Title	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Covid Funding Relief								

A summary of the FY24 budget is shown on the following table and graphs.

Fiscal Year 2023-24 Budget Summary			
	Resources		Requirements
Beg. Working Capital/COVID Relief Funding ¹			
	1,280,900	By Budget Category (Rounded):	
FHWA PL ²		MPO Program	\$ 935,400
Federal Share	195,000	Loan Repayment	100,000
FTA Section 5303	65,400	Contingency	100,000
STBG - UPWP	208,400	COVID Relief Program	1,180,900
STBG - Fund Exchange ³	300,000		
ODOT Safety Funds	95,000		
		Total Budgeted Appropriations	\$ 2,316,300
Total Grant Funding	\$ 2,144,700		
		By Task:	
FHWA PL ²		MPO Program	
State Match	21,300	Task 1: Dev. & Program Management	\$ 477,800
FTA Local Match ⁴	7,400	Task 2: Short Range Planning	91,200
STBG Local Match - UPWP ⁴	23,900	Task 3: Long Range Planning	337,400
ODOT Safety Local Match ⁴	19,000	Task 4: Modeling and Data Collection	229,000
Total Match Funding	\$ 71,600	COVID Relief Program	
		Task 1: COVID Relief Funding	1,180,900
City of Bend Loan	100,000	Total Program	\$ 2,316,300
Total Budgeted Resources	\$ 2,316,300	Total Budgeted Requirements	\$ 2,316,300

Table 15: Bend MPO Budget Summary

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. The IJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires States and Metropolitan Planning Organizations to expend not less than 2.5 percent of PL funds on Complete Streets planning activities (see BIL § 11206(b)). The PL funding work satisfies this requirement with Task 3, Subtasks A and D. MPO staff time for these tasks are provided by PL funding. 2.5% of FY24 PL funding equals \$4,853.

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 for FY24.

Table 16 shows the UPWP ODOT/MPO Intergovernmental Agreement (consistent with 23 CFR 420.111) with funding breakouts by source and match requirement. FY25 budget will provide a new table with an amendment.

FY24 UPWP ODOT/MPO Intergovernmental Agreement (IGA)								
MPO Program Tasks	Federal Funds, PL	Federal Funds, STBG	Federal Funds, 5303	State and Local Match Rate	State Match	Local In-Kind Match 10.27%, 5303	Local In-Kind Match 10.27%, STBG	Subtotal
1. Program Management	\$ 117,000	\$ 114,620	\$ 16,350	10.27%	\$ 14,910	\$ 1,871	\$ 13,119	\$ 277,870
2. Short Range Planning	\$ 24,375	\$ 31,260	\$ 26,160	10.27%	\$ 2,663	\$ 2,994	\$ 3,578	\$ 91,030
3. Long Range Planning	\$ 24,375	\$ 52,100	\$ 16,350	10.27%	\$ 2,663	\$ 1,871	\$ 5,963	\$ 103,322
4. Data & Analysis	\$ 29,250	\$ 10,420	\$ 6,540	10.27%	\$ 1,065	\$ 749	\$ 1,193	\$ 49,216
Total	\$ 195,000	\$ 208,400	\$ 65,400		\$ 21,300	\$ 7,485	\$ 23,853	\$ 521,438

Table 17: Bend MPO FY2022-23 Expenditures by Agreement and Source FY24

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). FY25 budget will provide a new table with an amendment.

Task	UPWP ODOT MPO IGA Subtotal FY24 ODOT Agreement	ODOT/MPO STBG Fund Exchange Agreement #34746			ODOT Safety Grant #SA-22-25-03 DESCHUTES SAFE COMMUNITY		Beginning Working Capital	City of Bend Loan	Covid Relief Funding	Total (Rounded)
		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	\$ 277,870	\$ -	\$ -		\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 477,900
2. Short Range Planning	\$ 91,030	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,000
3. Long Range Planning	\$ 103,322	\$ 133,333	\$ 120,000	90%	\$ 95,000	\$ 19,000	\$ -	\$ -	\$ -	\$ 337,300
4. Data & Analysis	\$ 49,216	\$ 200,000	\$ 180,000	90%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 229,200
COVID Relief Program										
1. COVID Relief Program	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 1,180,900	\$ 1,180,900
Total	\$ 521,438	\$ 333,333	\$ 300,000		\$ 95,000	\$ 19,000	\$ 100,000	\$ 100,000	\$ 1,180,900	\$ 2,316,300

Figure 10: Bend MPO FY2023-2024 Expenditures by Task

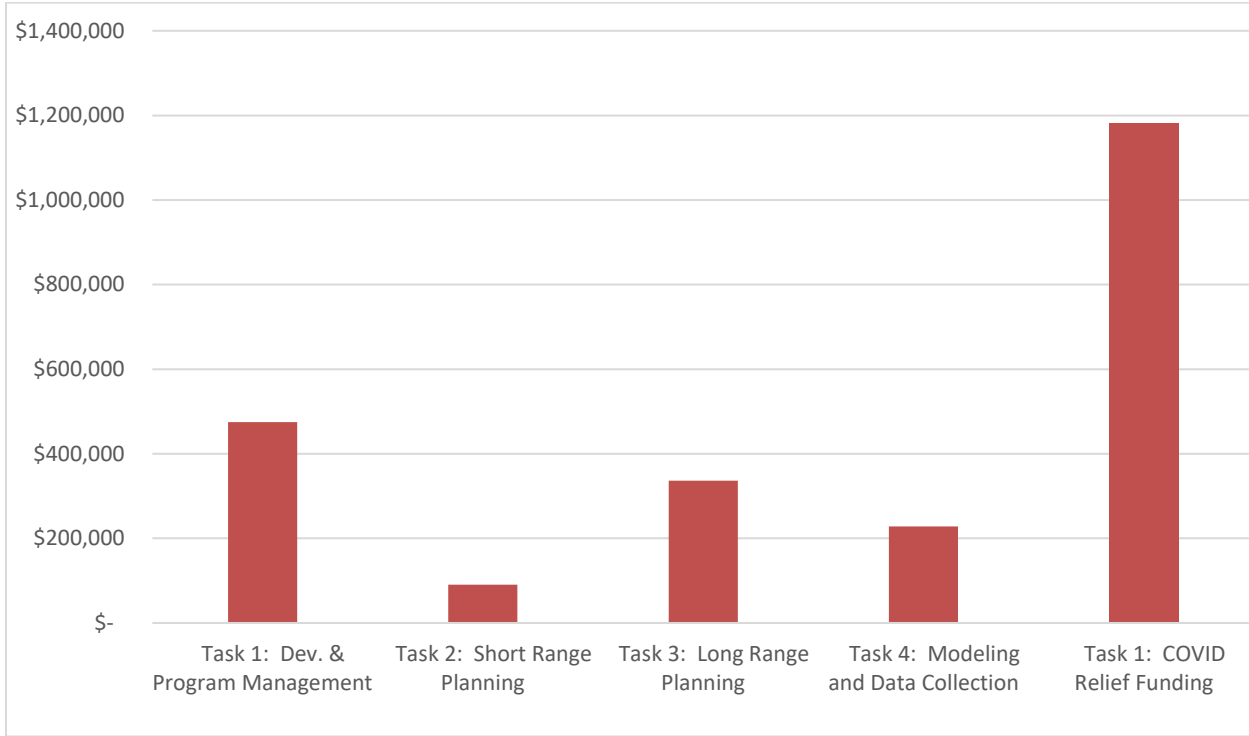
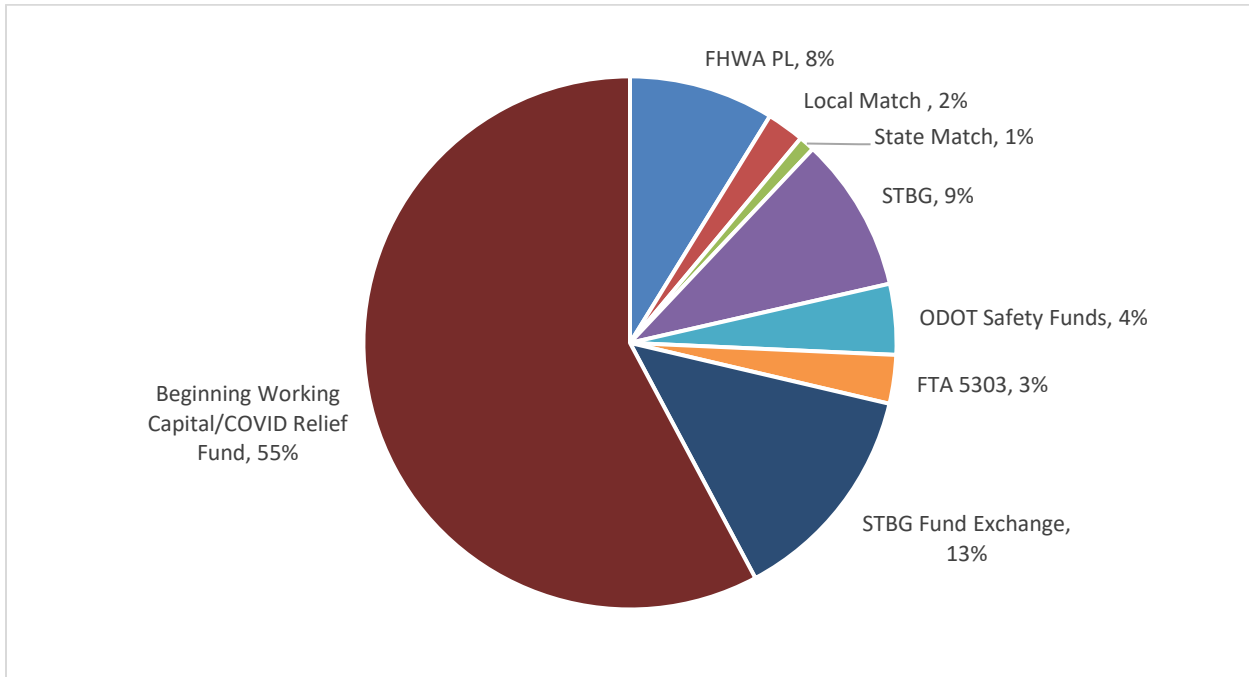


Figure 11: Bend MPO FY2023-2024 Funding Resources Chart



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 2023-2024 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 FY24 is shown on Table 18. Descriptions for some budget lines are provided below.

Beginning Working Capital (Table 18, line 1)

Beginning Working Capital on July 1, 2023 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: \$7,899 to \$10,259

Program Coordinator: \$5,472 to \$6,983

Senior Planner: \$6,869 to \$8,921

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

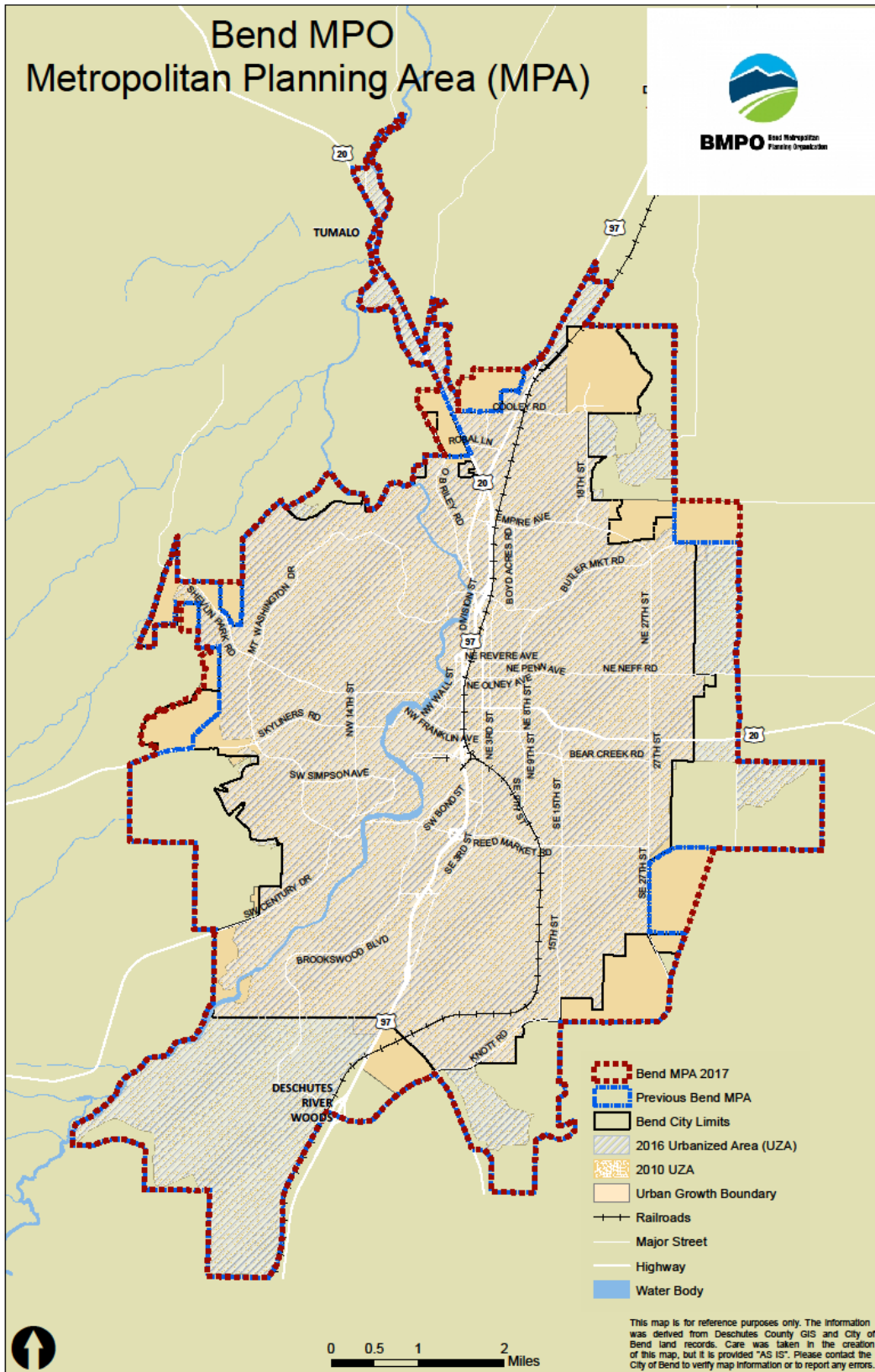
Table 18: MPO Line-Item Budget for Fiscal Year 2023-2024

Line No.	Account Description	FY22-23 Revised Budget	FY22-23 Actuals as of 4/19/23	FY22-23 Supp Bdg May 23	FY22-23 Year End Projection	FY23-24 Proposed Budget
1	Beginning Working Capital ¹	\$ 1,554,900	\$ 1,564,540	\$ -	\$ 1,564,500	\$ 1,280,900
2	Federal Pass-through Grant - ODOT	947,600	264,332	19,200	966,800	863,800
3	State Match	21,100	21,119	-	21,100	21,300
4	Bend/Deschutes County In-Kind Match	66,800	-	11,900	78,700	50,300
5	Loan from City of Bend General Fund ²	100,000	-	-	100,000	100,000
6	Miscellaneous Revenue	-	20,171	-	26,500	-
7	Total Resources	\$ 2,690,400	\$ 1,870,162	\$ 31,100	\$ 2,757,600	\$ 2,316,300
8	Requirements:					
9	Regular Salaries	\$ 269,800	\$ 207,151	\$ -	\$ 256,500	\$ 289,000
10	Other Payouts	5,000	15,324	-	17,600	6,900
11	Overtime	1,500	1,164	-	1,500	1,500
12	Social Security Tax	17,200	13,575	-	16,800	18,300
13	Medicare Tax	4,000	3,175	-	3,800	4,300
14	Unemployment	300	223	-	300	300
15	Workers Compensation	100	78	-	100	100
16	OR Paid Leave	-	327	-	600	1,200
17	PERS IAP	16,600	12,623	-	16,300	17,800
18	PERS OPSRP	37,500	28,589	-	37,200	43,400
19	PERS Debt Service	5,500	6,311	-	7,500	5,200
20	Workers Compensation Insurance	1,800	952	-	1,200	1,400
21	Disability Insurance	700	558	-	800	800
22	Life Insurance	300	259	-	300	300
23	High Deductible - Premium	41,800	25,062	-	36,700	44,100
24	High Deductible - Deductible	10,000	6,134	-	9,000	10,000
25	High Deductible - Coinsurance	1,000	2,035	-	2,400	1,500
26	Dental Insurance - Premium	2,900	1,960	-	2,900	3,400
27	Telemed Service	100	75	-	100	100
28	OPEB Funding	4,000	2,915	-	4,000	5,200
29	Deferred Compensation	-	849	-	1,500	3,100
30	Employee Parking	1,100	534	-	700	1,100
31	Section 125 Benefits	400	153	-	300	400
32	Total Personnel Services	\$ 421,600	\$ 330,026	\$ -	\$ 418,100	\$ 459,400
33	Professional Services - Legal	5,000	2,397	-	5,000	10,000
34	Professional Services - Consulting	467,300	20,470	19,200	526,400	339,300
35	Professional Services - Financial Audit	5,200	5,400	-	5,600	5,800
36	Software Maintenance	2,500	802	-	1,500	1,700
37	Postage	100	13	-	100	100
38	Advertising	700	-	-	700	700
39	City of Bend Support, Interagency	53,600	40,199	-	53,600	57,800
40	Technology Equipment	3,500	-	-	3,500	-
41	Mobile Device Services	500	403	-	500	500
42	Office Supplies	200	169	-	200	200
43	Employee Costs	900	86	-	900	900
44	Employee Costs - Training	1,500	494	-	1,500	1,500
45	Employee Costs - Licenses & Dues	2,500	1,614	-	2,500	2,500
46	Community Education & Outreach	1,200	363	-	1,200	2,000
47	Insurance Premium	2,400	2,648	-	2,700	2,700
48	In-Kind Match	66,800	-	11,900	78,700	50,300
49	Total Materials and Services	\$ 613,900	\$ 75,058	\$ 31,100	\$ 684,600	\$ 476,000
50	Loan Repayment	54,000	54,000	-	54,000	100,000
51	COVID Relief Interagency Transfer	1,500,900	-	-	320,000	1,180,900
52	Contingency	100,000	-	-	-	100,000
53	Total MPO Program	\$ 1,189,500	\$ 459,084	\$ 31,100	\$ 1,476,700	\$ 2,316,300
54	Total COVID Relief Program	\$ 1,500,900	\$ -	\$ -	\$ 320,000	\$ 1,180,900
55	Ending Working Capital	\$ -	\$ 1,411,078	\$ -	\$ 1,280,900	\$ -

¹ Line 1 represents the Beginning Working Capital for the MPO fund. For the proposed budget, the 2023-2024 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 2022-23 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 one new citizen member to the Budget Committee
- Reappointed one citizen member to the Technical Advisory 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
- Development of 2024-2027 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 City of Bend capital projects and land use planning projects

Task 3.0 Long Range Planning

- 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/Baker Rd IAMP. Policy Board serving as Steering Committee for the plan.
- Participated in the development of the US20 Refinement Plan. Policy Board serving as Steering Committee for the plan.
- Participated in the development of the US97/Reed Market Road/3rd Street Operations Plan. Policy Board serving as Steering Committee for the plan.
- Completed plan for a mobility hub feasibility study in the MPO.
- 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
- Part of ODOT and MPO team working to transition 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 online mapping platform
- Provided regional traffic volume summaries
- Provided data support to City of Bend for several capital improvement projects.

APPENDIX B: Planning, Development and Construction Overview

ODOT Region 4, Deschutes County, Bend Park and Recreation District, Commute Options and the City of Bend will be undertaking several planning, outreach and development projects in the BMPO area in the 2024-2025 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: FY2024 and FY2025

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 public, employers and their employees on all TDM (Travel Demand Management) 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: summer 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 summer 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 crossings.

3) US97/Reed Mkt Rd Plan

Project Lead: ODOT Region 4

Project Timeline: summer 2022 through winter 2023

Project Budget: not yet available

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=00005>

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 Brosterhous Road in summer 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 crossings.

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 & 2024-2027 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 (see Figure 8 for project mapping)

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>

Pavement preservation, lighting, signs, multi-use trail, and roundabouts at Cook Ave and Old Bend-Redmond Highway.

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-FY2023

Project Budget: \$800,000

Prepare design 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) US 97 & US20 Curb Ramps (Bend and Sisters)

Project Lead: ODOT Region 4

Project Timeline: FY2022-23

Project Budget: \$3.5 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22442>

The project will construct or reconstruct 136 curb ramps in Bend and 69 curb ramps in Sisters.

15) Revere Avenue Study

Project Lead: ODOT Region 4

Project Timeline: FY2023-24

Project Budget:

Website:

The project will develop a plan for Revere Avenue from 4th Street to Wall Street, including the intersection of US20 (3rd Street), the BNSF rail crossing, and the US97 interchange ramp terminals.

16) Bend Wayfinding Plan

Project Lead: ODOT Region 4

Project Timeline: FY2023-24

Project Budget: TBD (will include funding from ODOT Region 4, City of Bend and Bend MPO)

Website:

The project will develop a wayfinding plan for Bend

17) NE Norton Avenue (ARTS project)

Project Lead: ODOT Region 4

Project Timeline: FY2024-27

Project Budget: TBD

Website:

Enhance the Norton Avenue corridor to provide bicyclists and pedestrians with a more attractive and safer alternative to Greenwood Ave (US20). Install bicycle boulevard treatments including speed humps, traffic circles, crossing enhancements, and wayfinding.

18) City of Bend Local Street Safety Program

Project Lead: City of Bend

Project Timeline: FY2022-2027

Project Budget: \$3.8 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

19) City of Bend Accessibility Projects

Project Lead: City of Bend

Project Timeline: FY2022-27

Project Budget: \$4.3 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.

20) Newport Avenue projects

Project Lead: City of Bend

Project Timeline: FY2020-23

Project Budget: \$2.9 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. The scope of this project includes water, sanitary sewer and storm sewer improvements. Including those elements, the overall cost of the project is more than \$10 million.

21) Wilson Avenue corridor improvements

Project Lead: City of Bend

Project Timeline: FY2021-23

Project Budget: \$13 million

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

Construct bicycle and sidewalk improvements and intersection improvements at 2nd Street, 3rd Street, 9th Street, and 15th Street

22) Reed Market Rd/3rd Street intersection

Project Lead: City of Bend
Project Timeline: FY2023-27
Project Budget: \$5 million
Website: not yet available

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

23) Brosterhaus Rd/Chase Ave intersection

Project Lead: City of Bend
Project Timeline: FY2024-26
Project Budget: \$5 million
Website: not yet available

Design and construct improvements at the Brosterhaus/Chase intersection

24) NE 27th Street/Connors Ave intersection

Project Lead: City of Bend
Project Timeline: FY2024-26
Project Budget: \$2.5 million
Website: not yet available

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

25) Butler Market Rd/Wells Acre Rd intersection

Project Lead: City of Bend
Project Timeline: FY2023-24
Project Budget: \$3 million
Website: not yet available

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

26) Bond Street/Reed Market Road intersection

Project Lead: City of Bend
Project Timeline: FY2024-25
Project Budget: \$4.3 million
Website: not yet available

Design and construct improvements at the Bond Street/Reed Market Road intersection

27) Neff Road construction and Neff Road/Purcell Boulevard intersection

Project Lead: City of Bend

Project Timeline: FY2023-26

Project Budget: \$9.2 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 Blvd north of Neff Road

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

Project Lead: City of Bend

Project Timeline: 2021-2025

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>

Continued work on the Stevens Road Tract Plan. The City will likely begin work on a UGB planning process in 2023. The project will identify potential expansion areas and incorporate new state planning requirements related to housing and climate change

29) Galveston Corridor improvements

Project Lead: City of Bend

Project Timeline: FY2024-26

Project Budget: \$4 million

Website: not yet available

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

30) Midtown Bicycle & Pedestrian Crossings

Project Lead: City of Bend

Project Timeline: FY2023-26

Project Budget: \$14.4 million (CIP funds and GO bond funds)

Website: not yet available

Design and construct improvements on Franklin Avenue and Greenwood Avenue. Construct a new overcrossing of US97 and the railroad connecting downtown to the Central Area. The City is seeking state and federal grant funding to fully implement these improvements.

31) 3rd Street/Miller intersection

Project Lead: City of Bend

Project Timeline: FY2026-27

Project Budget: \$3.2 million

Website: not yet available

Design and construct improvements at the 3rd Street/Miller intersection.

32) Bicycle Greenways

Project Lead: City of Bend

Project Timeline: FY202?

Project Budget: \$750,000

Website: not yet available

Design and construct improvements on designated bicycle greenways

33) City of Bend General Obligation Bond projects

Project Lead: City of Bend

Project Timeline: 2021-2027

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. Other projects included in the bond include:

- Aune Road extension (east): \$6.3 million
- Aune Road extension (west): \$3.3 million
- Bear Creek Rd/27th Street intersection: \$11.4 million
- Butler Market Rd/Boyd Acres Rd intersection: \$3.8 million
- Colorado Avenue improvements: \$300,000
- US97/Colorado interchange improvements: \$400,000
- Enhanced access to transit: \$2.2 million
- Empire Ave/OB Riley Rd intersection: \$900,000
- US97/Murphy Rd interchange: \$2.3 million
- Olney Rd improvements: \$3.3 million
- Olney Rd bicycle and pedestrian improvements: \$2.4 million
- Portland Avenue improvements: \$3.5 million
- Reed Market Rd improvements: \$21 million
- Additional projects are scheduled for years beyond the current FY2023-2027 CIP

34) City of Bend Safety Projects - ARTS

Project Lead: ODOT and City of Bend

Project Timeline: 2024-2027

Project Budget: TDB

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

35) 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 and roundabouts at Powell Butte Hwy/Butler Mkt Rd and Deschutes Market Rd/Hamehook Rd. Additionally, the County is a significant funding partner on the US20: Tumalo to Cooley Road project (#6).

36) Bend Park and Recreation District projects

Project Lead: Bend Park and Recreation District

Project Timeline: 2022-2026

Project Budget: \$3.4 million

Website: <https://www.bendparksandrec.org/wp-content/uploads/2021/07/2022-26-Adopted-CIP.pdf>

The current BPRD CIP includes many projects within or immediately adjacent to the MPO, including:

- Planning and design of bridge connecting Riley Ranch Nature Preserve to the Deschutes River Trail
- Deschutes River Trail improvements: Galveston to Miller's Landing (joint project with the City of Bend)
- Planning and design of new segment of Deschutes River Trail from Putnam Road to Riley Ranch Preserve
- Planning and design of new segment of Deschutes River Trail from Kirkaldy Court to Putnam Road
- Miscellaneous trail improvements
- Central Oregon Historic Canal Trail crossing improvements
- Planning and design of North Unit Irrigation District canal trail from US97 to Bend UGB

37) Cascades East Transit projects

Project Lead: Cascades East Transit

Project Timeline:

Project Budget:

Website:

Additional information will be included in the final version of the UPWP

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).

ARTS: All Roads Transportation Safety

CET: Cascades East Transit

Central Oregon's regional public transportation service provider.

CFEC: Climate Friendly and Equitable Communities

Climate Friendly and Equitable Communities, also referred to as CFEC, is a set of new and amended rules from the State Land Conservation and Development Commission (LCDC) that regulate how development and transportation infrastructure get built into the future. The rules intend to change how cities are built to reduce greenhouse gas emissions.

The rules are wide-ranging, but in general aim to change rules for cities over 50,000 in population to develop more densely with a greater focus on safer options for people to make daily trips through walking, bicycling, and riding public transit. This kind of development helps reach the state's climate goals to reduce carbon emissions. Dense, walkable communities mean less sprawl, and thus fewer carbon emissions from car travel.

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.

DEIA: Diversity, Equity, Inclusion and Accessibility**DEQ: Department of Environmental Quality****ECO: Employee Commute Options**

Employee Commute Options is a mandatory program for large employers. Under DEQ's ECO Program, employers with more than 100 employees must provide commute options to employees designed to reduce the number of cars driven to work in Portland and surrounding areas.

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**FLMA: Federal Land Management Agency****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.

FY: Fiscal Year

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.

IAMP: Interchange Area Management Plan

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.

KN: Key Number

Reference Number as shown in the Statewide Transportation Improvement Program for Oregon Department of Transportation

MAP-21: Moving Ahead for Progress in the 21st Century

Federal Transportation Legislation

MPO: Metropolitan Planning Organization

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.

Non-TMA

Bend MPO is considered a non-TMA with requirements that differ from the larger MPOs. An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA).

OMSC: Oregon Modeling Statewide Collaborative

OTC: Oregon Transportation Commission

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

PEA: Planning Emphasis Area

PEL: Planning and Environmental Linkages

PL: Public Law FHWA Metropolitan Planning Funds

PL funds comprise the majority of MPO funding.

PPP: Public Participation Plan

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. 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/Pages/Funding.aspx>

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. 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”).

TSAP: Transportation Safety Action Plan

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.

TMA: Transportation Management Areas

An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As an MPO with a population of less than 200,000,

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.

UPWP: Unified Planning Work Program

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.

VPI: Virtual Public Involvement

APPENDIX D: Comment Log and Public Notice Schedule

The Bend MPO received comments and presented the UPWP with the outreach plan shown here:

- February 2023
 - ODOT and Federal Partner review
 - MPO Policy Board and Technical Advisory Committee review
 - Draft UPWP posted online
- March 2023
 - 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 2023
 - MPO Policy Board to review public comments and consider adoption of UPWP and Budget for FY24 scheduled for April 2023
 - Final approved documents posted online

The UPWP will be updated with additional comments as they are received. The full FY24-25 UPWP is posted at www.bendoregon.gov/mpobudget

Comment	Jurisdiction	MPO Response	MPO Action Item or Implementation Details
PEA. Please introduce acronyms at first appearance (pg. 5)	TPAU	Completed	PEA is Planning Emphasis Area, updated document.
Consider clarifying who represents the Tribe (somewhere in this document). (pg. 7)	TPAU	Completed	Page 30, Task 1, Subtask E.1. Agency and Jurisdictional Coordination - Committees indicates Warm Springs
Consider defining MAP-21 (Moving Ahead for Progress in the 21st Century) and FAST Act (Fixing America's Surface Transportation Act) acronyms. Add to Appendix.	TPAU	Completed	Confirmed in the Acronyms section of the Appendix
Consider clarifying non-TMA (i.e., non-transportation management area). (pg. 15)	ODOT IM	Completed	
Please define acronym on its initial appearance. Pg 17	ODOT IM	Completed	Updated to include full details as shown here: US97/Baker Road Interchange Area Management Plan <u>(IAMP)</u>
Consider addressing/mentioning EJ in the previous sections along with Title VI? Pg23	ODOT IM	Completed	Updated

Diversity, Equity, Inclusion and Accessibility? Please define acronym. Pg 23	ODOT IM	Completed	Done
It's great to use a figure to describe a major project as a picture says a thousand words. Is the Figure 6: US20 Project the combination of the US20 Refinement Plan and US20 Facility Plan mentioned beforehand? Any figure or table may be better referred to in the content discussed before. pg. 27	ODOT IM	Completed	updated figure caption to include the following: US20 Refinement Plan in 2024 in this same area as provided at this site https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=00006
For how long (i.e., from which year to which year)? Pg 42	ODOT IM	Completed	Added 5-year time frame from 2022-2027 for the funding estimate of transportation projects.
FY2023-2024 to match FY24 in the table below? Please clarify. X's 2 on Pg 53	ODOT IM	Completed	Added note to Tables 16 - 17 on page 54. FY25 budget will provide a new table with an amendment.
How about 2023-2025 fiscal year instead? Pg 61 APPENDIX B: Planning, Development and Construction Overview, first paragraph.	ODOT IM	Completed	updated page to correct year
As this is a two-year UPWP it should also address the time frame for FY 2025. pg. 4	ODOT IM	Updated UPWP	Added description for 2025
Space between 134 and the. Pg 4	ODOT IM	Completed	
This should be 2023 instead of 2022. pg. 19	ODOT IM	Updated UPWP	updated to 2023
Need a space between the s and 2023. pg. 23	ODOT IM	Completed	
FHWA published urban boundary/MPO boundary data derived from the 2020 Census on January 19, 2023. Boundary adjustments and updates to federal functional classifications are required to be submitted to FHWA within 2 years of this date. ODOT will be working with MPOs and other local jurisdictions to ensure these timelines are met. pg. 24	ODOT IM	Completed	
In Table 5 it says work will occur in FY23-24. pg. 24	ODOT IM	Completed	confirmed table 5 aligns with task narrative.
Suggest adding: 2020 U.S. Census – Any impacts to the BMPO and next steps?	Jasmine Harris, FHWA	Completed	Included in Task 1, Subtask F on page 24.

Suggest adding: BMPO's UPWP Amendment Process in light of potential FTA 5303 funding issues this year (will the UPWP amendment be administrative or go through the policy board?)	Jasmine Harris, FHWA	Yes	5303 updated final funding allocation has been updated in this version of the document dated March 2023. No anticipated amendment to update 5303 is expected.
Suggest adding: PL Funds – Shouldn't the PL funds be considered final? Ensure PL funds are matching in FMIS, STIP, UPWP and State Budgets, also see below regarding BIL's Set-aside PL requirement (2.5%) for Increasing Safe and Accessible Transportation Options.	Jasmine Harris, FHWA	Updated UPWP	Added footnote regarding 2.5% set aside requirement on page 35 table 8 footnote as follows: The IJJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires States and Metropolitan Planning Organizations to expend not less than 2.5 percent of PL funds on Complete Streets planning activities (see BIL § 11206(b)). The PL funding work satisfies this requirement with Task 3, Subtasks A and D. MPO staff time for these tasks are provided by PL funding. 2.5% of the full PL funding for the full UPWP.
Add danielle.casey@dot.gov to FTA contact for Oregon MPOs. She may be taking over tasks here.	Ned Conroy, FTA	Yes	Will add to our email list
Would appreciate a copy of the Oregon Governor designation letter on BMPOs website, or attachment to UPWP etc. (Pg. 7)	Jasmine Harris, FHWA	Yes	Added link to designation letter as footnote on Pg7.
Should the ODOT MPO Transit IGA also be attached here?	Jasmine Harris, FHWA	No	Discussed IGA status with FHWA. Agreements will be provided as requested.
Purpose, 1st paragraph, page 4, add code reference for purpose statement	Jasmine Harris, FHWA	Yes	Added code reference to document

<p>Table 1, Page 9: Suggest ODOT also look at ADA Transition Plans Appreciate Bend MPOs continued efforts on Tribal Consultation!</p> <p>(I believe) FHWA is working on guidance and training related to Federal Land Management Coordination.</p> <p>Does the MPO have any non-discriminatory ADA policies etc.? Heads up, our office will be hiring a Civil Rights Specialist.</p>	<p>Jasmine Harris, FHWA</p>	<p>Response here, no changes to the document.</p>	<p>MPO does have nondiscriminatory policy for transportation planning efforts posted here: https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/plans-and-programs/public-participation-your-rights. ADA policies are available under the city of Bend at https://www.bendoregon.gov/government/departments/city-attorney/accessibility-ada-information/ada-nondiscrimination-policy.</p>
<p>Table 2, Page 10: Performance Measure Reporting status provided resources: https://www.fhwa.dot.gov/planning/performance_based_planning/roadmap/learn.cfm</p>	<p>Jasmine Harris, FHWA</p>	<p>Response here, no changes to the document.</p>	<p>MPO staff will integrate the roadmap for performance measures as we update the measures.</p>
<p>Is \$194,100 the SFY 2024 PL funding, and is this number final? Does it match the State’s budget?</p>	<p>Jasmine Harris, FHWA</p>	<p>in Table 15, page 54 funding levels are final as of late February 2023.</p>	
<p>Table 18, Page 58, Is line item 2 “Federal Pass – through Grant – ODOT the PL funds?</p>	<p>Jasmine Harris, FHWA</p>	<p>Response here, no changes to the document.</p>	<p>See page 57 states that the 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.</p>

<p>This comment is a no brainer...More railroad overpasses! Better yet, get the railroad to move away, east of town. Bare minimum start a public phone app that announces a train approaching so drivers can choose an alternative route.</p>	<p>Randall Barna</p>	<p>Response here, no changes to the document.</p>	<p>The City of Bend GO Bond includes funding to construct an overpass of the railroad on Reed Market Road. No additional overpasses are planned at this time. The Central Oregon Rail Plan evaluated the feasibility of moving the rail line east of Bend and Redmond. The plan determined that the cost to relocate the rail line would be prohibitive. Advance notice of trains is considered in the Deschutes County Intelligent Transportation Systems (ITS) Plan. A phone app or some other type of push notification could be considered for the next update of that plan.</p>
--	----------------------	---	--

APPENDIX E: MPO UPWP Protocols

MPO UPWP Protocols

As of August 11, 2022

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 Annual 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.

Schedule	Responsible Party	Task
		<ul style="list-style-type: none"> Send notification (date, time and location of meeting) letter to MPO Directors to review before final letter is sent to FHWA, FTA and others. 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 distribute to the respective MPO staff 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 state 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

Schedule	Responsible Party	Task
		concerns, it is that agency's responsibility to work directly with the MPO to resolve them. 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 donation 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. (<i>See attachment 1</i>)
	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 donations as match, include a request to use tapered match (if needed).
	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 State Fiscal Year	MPO if using in-kind match	August 1 - Submit final in-kind donation match approval documentation with appropriate supporting documentation of the actual amount of in-kind match acquired at the end of the fiscal

Schedule	Responsible Party	Task
		year to ODOT HQ Program and Funding Services (PFS) for approval.
	ODOT HQ Program Funding Services	Review in-kind donation match documentation and notify MPO of approval/denial.

MPOs to include in your UPWPs:

- Status of MPO documents (dates of adoption, update deadline, federal approvals/conformity determinations, etc. for MTIP, 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.

***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:

MPOs 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 HQ	Submit an amendment letter to FHWA/FTA saying the MPO meets all the planning and administrative requirements for the additional funding.
	FHWA & FTA	Send formal UPWP approval or conditional approval amendment letters to ODOT HQ, applicable ODOT Region, and the respective MPO.
	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 metropolitan planning organization (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

- MPOs 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: FHWA Planning Emphasis Areas

December 30, 2021


Attention: FHWA Division
Administrators FTA
Regional Administrators

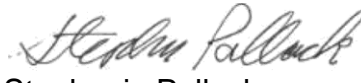
Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

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, which 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.