



BMPO Bend Metropolitan
Planning Organization

2024-2027 Metropolitan Transportation Improvement Program (MTIP)



*Adopted by Bend MPO Policy Board Action on May 19, 2023
With Resolution 2023-03*

Prepared by:
Bend Metropolitan Planning Organization
710 NW Wall Street
Bend, OR 97703
www.bendmpo.org

BMPO OVERVIEW

The primary function of the Bend Metropolitan Planning Organization (BMPO) is to conduct a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and support metropolitan community development and social goals. The BMPO was designated on December 18, 2002, by the Governor of Oregon. Local jurisdictions involved in the planning activities of the BMPO include the City of Bend and Deschutes County. In addition, the Oregon Department of Transportation (ODOT), OSU-Cascades, Central Oregon Community College, Cascades East Transit, Bend Park and Recreation District, Bend LaPine Schools, Commute Options, OR Department of Land Conservation & Development, Federal Highway Administration, and Federal Transit Administration participate in MPO processes.

The BMPO organizational structure is 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 oversees the process of the BMPO and is comprised of three members of the Bend City Council, one member of the Deschutes County Board of Commissioners, and the local Area Manager from ODOT Region 4. As future major transportation providers form, such as a Transit District, they will be added to the Policy Board. The intergovernmental agreement specifies that no decisions shall be made by the BMPO Policy Board without representation from all parties. The BMPO planning area is shown in Figure 1.

Federal and state transportation planning responsibilities for the BMPO can generally be summarized as follows:

- Develop and maintain a Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) consistent with state and federal planning requirements.
- Review specific transportation and development proposals for consistency with the MTP.
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual work program (known as the Unified Planning Work Program [UPWP]).
- Maintain the regional travel-demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts. *(NOTE: The BMPO currently coordinates with ODOT's Transportation Planning Analysis Unit for modeling support services).*

The BMPO entered into an intergovernmental/interagency agreement (IGA) with the City of Bend establishing the City of Bend as the administrative and fiscal agent for BMPO. This agreement is regularly reviewed and renewed as appropriate.

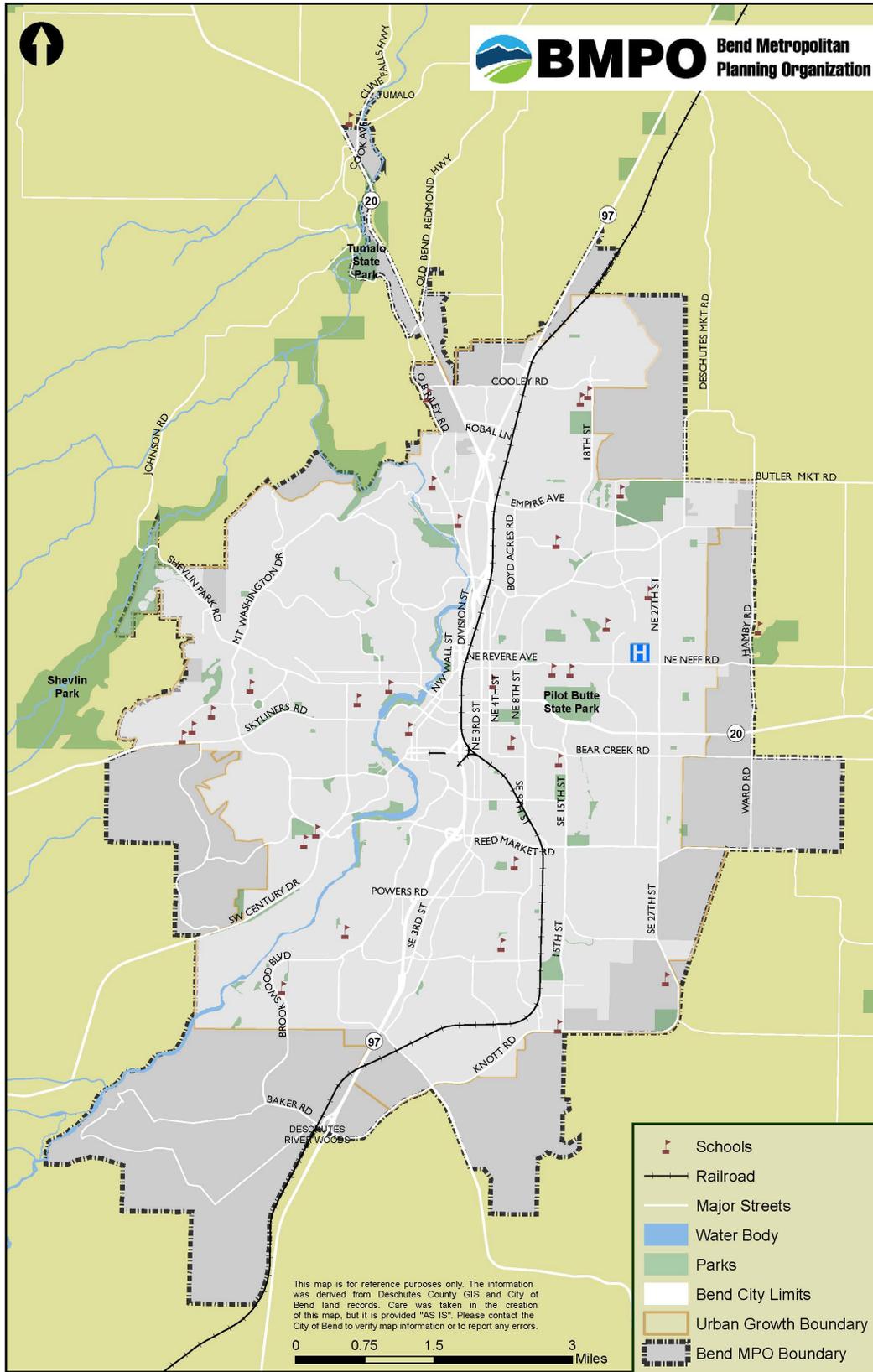


Figure 1: Bend MPO Planning Area

Policy Board

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

Technical Advisory Committee

Robin Lewis	City of Bend
Andrea Breault	Cascades East Transit
Peter Russell	Deschutes County
Dave Thompson	Deschutes County Bicycle/Pedestrian Advisory Committee
Rick Williams	ODOT Region 4
Josh Clawson	Central Oregon Community College (COCC)
Brian Potwin	Commute Options
Sharon Smith	Bend La Pine Schools
Greg Bryant	Public Representative
Liza Hamada	Public Representative
Casey Bergh	Oregon State University (OSU) Cascades
Henry Stroud	Bend Park and Recreation District
Angie Brewer	Oregon Dept. of Land Conservation and Development*
Vacant	Federal Highway Administration*
Ned Conroy	Federal Transit Administration*

*Indicates non-voting members

TABLE OF CONTENTS

- BMPO OVERVIEW ii
- INTRODUCTION..... 6
- FEDERAL REQUIREMENTS..... 6
- MTIP DEVELOPMENT..... 8
 - MTIP Amendments..... 9
- SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM..... 10
- FEDERAL PERFORMANCE MEASURES..... 12
 - Safety Performance Targets..... 14
 - Transit Asset Management (TAM) Targets..... 14
 - Transit Safety Performance Targets..... 15
- PUBLIC INVOLVEMENT PROCESS 17
- BEND MPO 2024-27 MTIP PROJECT LIST 18
 - Description of Project Listings 18
 - MTIP List of Projects..... 18
- FINANCIAL CONSTRAINT 22
 - Adequate Maintenance and Operation of Existing System 22
 - Revenues and Funding Sources 23
- Appendix A: BMPO Resolution Adopting MTIP 25
- Appendix B: Cascades East Transit Statement of Financial Capacity 26
- Appendix C: Transportation Project Funding Sources 27
- Appendix D: Transportation Planning Acronyms and Terms..... 34
- Appendix E: Comments and Responses..... 37
- Appendix F: Bend MPO Amendment Process 40
- Appendix G: Bend MPO Self-Certification..... 42
- Appendix H: MTIP Project List Details..... 43

INTRODUCTION

The BMPO Metropolitan Transportation Improvement Program (MTIP) identifies transportation projects in the BMPO study area that are scheduled in federal fiscal years 2024-2027. The period begins on October 1, 2023, which is the beginning of the 2024 federal fiscal year, and ends September 30, 2027, which is the end of the 2027 federal fiscal year. The MTIP lists most federally funded and some locally funded projects anticipated by local agencies and the Oregon Department of Transportation (ODOT).

The MTIP contains a four-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Bend and Deschutes County. It also lists projects from the ODOT Statewide Transportation Improvement Program (STIP). The MTIP lists projects for which application of specific federal funds will be made during the programming period. Projects in the MTIP must be consistent with the Metropolitan Transportation Plan.

By adopting the MTIP, the Policy Board has selected the projects identified in Table 9, Bend MPO MTIP List of Projects, for implementation and funding as scheduled. No additional action by the Policy Board is required for these projects and programs to proceed. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the first three years of the schedule to take advantage of the additional funds or to replace a delayed project.

FEDERAL REQUIREMENTS

Federal legislation requires that the Bend MPO in cooperation with the state and transit operators develop an MTIP that is updated and approved at least every four years by the Policy Board and the Governor. Copies of the MTIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Specific requirements for the MTIP are outlined in various rules developed by FHWA and FTA. A brief description of these requirements is provided in this section.

Over the years, state and federal laws have given MPOs an increasingly important role in financing transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act and successor acts empowered metropolitan planning organizations to determine the mix of transportation projects best suited to meet their region's needs. Congress continued to reaffirm the MPOs' role in transportation financing by passing the current transportation authorization act, the Infrastructure Investment and Jobs Act (IIJA). Requirements of the IIJA are provided in the Federal Performance Measures section of this report. Bend MPO is required to use this document as a discussion in the statewide transportation improvement program (STIP) and the metropolitan transportation improvement program (MTIP) as to the effect of the programmed investments toward achieving performance targets as required in 23 CFR 450.218(q) and 450.326(d).

Regulations continued from previous acts help guide the implementation of the IIJA. They include the following requirements:

Time Period (23 CFR 450.326)

The MTIP must cover a period of not less than four years and be updated at least every four years.

Public Involvement and Comment (23 CFR 450.326)

There must be reasonable opportunity for public comment prior to approval and the MTIP must be made readily available including electronically accessible formats and means such as publication on the internet.

Projects (23 CFR 450.326)

The MTIP must include all federally funded projects (including pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act, and regionally significant projects requiring an action by FHWA regardless of funding source. As the Bend MPO is not subject to air quality conformity, any regionally significant projects funded with non-Federal funds may be included for public information purposes. Projects in the MTIP must be consistent with the metropolitan transportation plan (MTP).

Financial Constraint

The MTIP must be consistent with funding that is expected to be available during the relevant period. The MTIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. Only projects for which funds are reasonably expected to be available can be included in the MTIP. As the amount of federal funds coming into the region may vary as the result of Congressional actions, the revenues anticipated in the MTIP represent the best estimates currently available. Programmed projects may need to be delayed or phased over two or more years if less funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

MTIP and STIP Relationship (23 CFR 450.328)

The STIP is the state DOT listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects on federal lands in Oregon.

The frequency and cycle for updating the MTIP must be compatible with Oregon's STIP development and approval process. The current MTIP expires when FHWA and FTA approval of the current STIP expires. After approval of the MTIP by the Policy Board and the Governor, the MTIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Bend MPO in cooperation with the ODOT STIP coordinators.

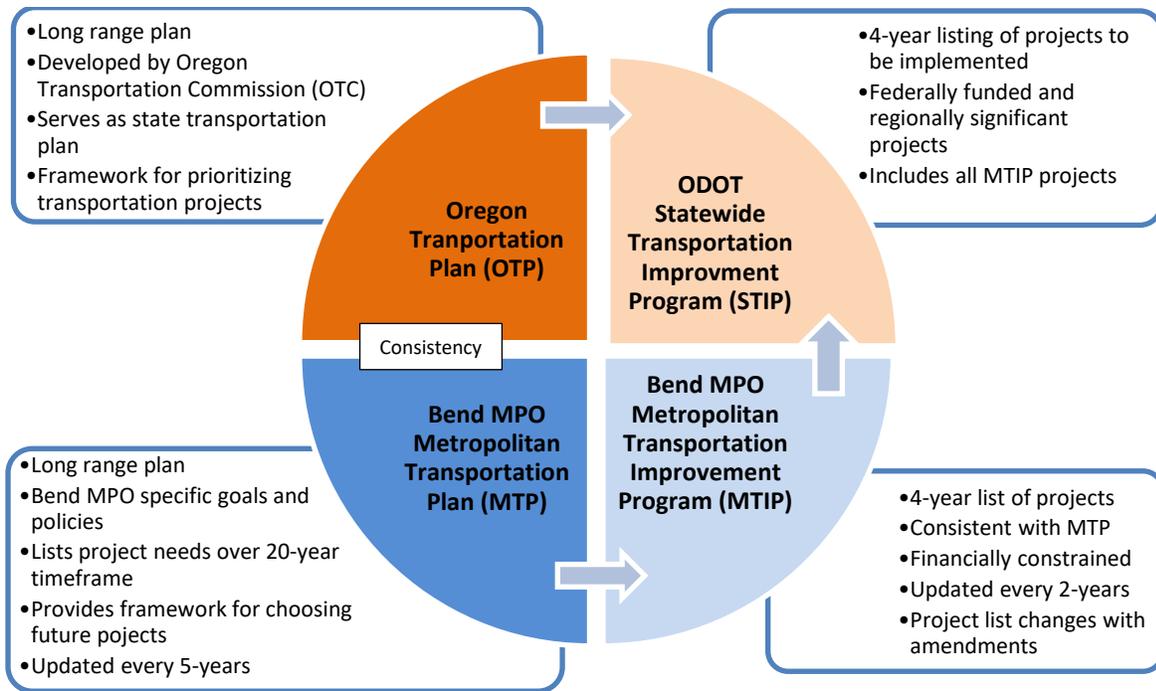


Figure 2: Flow chart of plan coordination for MPO processes

MTIP DEVELOPMENT

The 2024-27 MTIP serves as the mechanism to focus and prioritize the short-term schedule and funding programming for the improvements identified in the long-term MTP. The MTIP is the formal programming mechanism which commits funds to specific transportation projects. MTIP funding levels indicate regional commitments to specific dollar amounts, not necessarily the completion of projects. Some projects may require phasing over multiple years.

The MTIP must contain all the transportation projects which either:

- a) use federal funds; or
- b) are deemed to be "regionally significant" and require an act by FHWA (definition provided below)

In addition, the MTIP must describe the selected projects and identify the funding necessary to complete the improvements.

The Technical Advisory Committee (TAC), the staff group responsible for most of the technical details of MPO transportation planning, assist in the development of the draft MTIP. The TAC reviews the assembled project lists in the MTIP from the draft ODOT STIP, and projects from the overlapping year (FY2024) of the previous (FY2021-24) MTIP. The TAC recommends the MTIP to the Policy Board for review and adoption. The Policy Board then considers adoption of the MTIP.

By adopting the MTIP, the BMPO Policy Board prioritizes and selects the projects for implementation and funding as scheduled. No additional action by the Policy Board is required for the funding of these projects up to the dollar amounts programmed in the MTIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the MTIP to take advantage of the additional funds or to replace a delayed project.

“Regionally Significant” Projects

While the Bend MPO area has not been classified as non-attainment for any of the federally recognized air quality criteria pollutants, the Oregon transportation air quality conformity rule¹ provides a good definition for regionally significant projects.

"Regionally significant project" means a transportation project that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new shopping areas, event facilities/complexes, etc., or transportation terminals, and would normally be included in the modeling of a metropolitan area's transportation network.

In the Bend metropolitan area, regionally significant facilities will include, at a minimum:

- All state highways;
- All arterial roadways; and
- Other facilities determined to be regionally significant by the Policy Board

[**Note:** It is the practice of the Bend MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated performance measures. The inclusion of collectors in the travel model, however, does not imply those facilities as being regionally significant.]

MTIP Amendments

Amendments to the MTIP should be submitted to MPO staff for review. MPO staff will work with the project sponsor, ODOT and U.S. Department of Transportation (USDOT) to determine if the proposed amendment is classified as a full amendment or an administrative amendment. Full amendments require Policy Board adoption and a 21-day public notification process.

Administrative amendments may be forwarded to the Policy Board and Technical Advisory Committee for informational purposes in the agenda packets or at the meetings.

Appendix F provides a detailed description of how amendments are processed.

¹ Oregon Administrative Rule (OAR) 340-252-0030 (Transportation Air Quality Conformity Rule)

SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

The Surface Transportation Block Grant Program (STBG) is a flexible federal funding source that may be used for a broad range of transportation programs and projects. As a discretionary funding source, priorities for the use of STBG dollars are established by the Bend MPO and awarded at the MPOs discretion.

For MPOs with fewer than 200,000 population, such as the Bend MPO, annual allocations of STBG funds are received from ODOT based on an established, cooperative process. These funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher, and can be used for transportation planning, bicycle and pedestrian facilities, transit, bridge, and safety improvements and activities.

Based on past annual allocations, the Bend MPO can conservatively assume approximately \$1.6M annually of STBG funds for the Bend Urbanized Area over the next 4 years. **Tables 1-5** display how the MPO will distribute its STBG funds for FFY's 2024-2027. Approximately half are provided to City of Bend for street maintenance, preservation, and intelligent transportation systems (ITS) projects, with 25% - 36% to the Bend MPO's competitive project application process, and 19% - 27% staying with the MPO for planning work, staffing, and other MPO needs.

- STBG is a flexible multi-modal federal funding program.
- STBG funds can be used for a broad range of projects:
 - Roadway projects
 - Transit capital projects
 - Safety projects
 - Signal & technology projects
 - Bicycle and pedestrian facilities
 - Planning projects
 - Travel options programs (including Safe Routes to Schools)
- Funds are allocated to ODOT and distributed to cities, counties, and small MPOs on a formula basis as established in a cooperative agreement between ODOT, League of Oregon Cities (LOC), and Association of Oregon Counties (AOC).
- STBG funds require a local match of 10.27% or require local jurisdictions to create a fund exchange agreement with ODOT to exchange for state dollars.

Table 1: FY2024 Bend MPO STBG Funding Allocation \$1,590,800

Project Name	Year	Distribution (Estimated)	% annual funding	Entity
Maintenance (Preservation & ITS)	2024	723,000	45%	City of Bend
Competitive Project Application Process	2024	566,550	36%	Varies
Bend MPO Planning	2024	301,250	19%	Bend MPO

Table 2: FY2025 Bend MPO STBG Funding Allocation \$1,618,200

Project Name	Year	Distribution (Estimated)	% annual funding	Entity
Maintenance (Preservation & ITS)	2025	723,000	45%	City of Bend
Competitive Project Application Process	2025	465,200	29%	Varies
Bend MPO Planning	2025	430,000	26%	Bend MPO

Table 3: FY2026 Bend MPO STBG Funding Allocation \$1,646,100

Project Name	Year	Distribution (Estimated)	% annual funding	Entity
Maintenance (Preservation & ITS)	2026	759,200	46%	City of Bend
Competitive Project Application Process	2026	446,900	27%	Varies
Bend MPO Planning	2026	440,000	27%	Bend MPO

Table 4: FY2027 Bend MPO STBG Funding Allocation \$1,674,500

Project Name	Year	Distribution (Estimated)	% annual funding	Entity
Maintenance (Preservation & ITS)	2027	797,200	48%	City of Bend
Competitive Project Application Process	2027	427,300	25%	Varies
Bend MPO Planning	2027	450,000	27%	Bend MPO

FEDERAL PERFORMANCE MEASURES

To provide more transparency in the selection and prioritization of transportation projects, federal legislation beginning with MAP-21 and continuing to the current Infrastructure Investment and Jobs Act (IIJA), stipulate that a performance measurement framework must be used in the development of the MTIP and the Metropolitan Transportation Plan (MTP).

Federal goal areas that are applicable to the Bend MPO include Safety, Infrastructure Condition, System Reliability, and Transit Asset Management. The tables below summarize the performance measures for each applicable federal goal area. Table 9, MTIP Projects and Performance Measures is a crosswalk to show the project and the performance measure supported.

The Bend MPO has opted to support the Oregon DOT established measures and targets used to assess Safety, Infrastructure Condition, and System Reliability; and the Cascades East Transit (CET) measures and targets for Transit Asset Management and Safety.

Table 5: BMPO Federal Performance Measures Summary

GOAL AREA	PERFORMANCE MEASURES	2022 BASELINE / ACTUALS	TARGETS
Safety To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Number of Fatalities	See Table 6	See Table 6
	Fatality Rate	See Table 6	See Table 6
	Number of Serious Injuries	See Table 6	See Table 6
	Serious Injury Rate	See Table 6	See Table 6
	Number of Non-Motorized Fatalities and Serious Injuries	See Table 6	See Table 6
Infrastructure Condition To maintain the highway infrastructure asset system in a state of good repair.	Pavement <ul style="list-style-type: none"> • % of non-interstate NHS in Good Condition • % of non-interstate NHS in Poor Condition 	<ul style="list-style-type: none"> • Good: 33.5% • Poor: 2.9% 	<ul style="list-style-type: none"> • 30% in Good Condition • 5% in Poor Condition
	Bridges <ul style="list-style-type: none"> • % of NHS Bridges in Good Condition • % of NHS Bridges in Poor Condition 	<ul style="list-style-type: none"> • Good: 13% • Poor: 1.8% 	<ul style="list-style-type: none"> • 10% in Good Condition • 3% in Poor Condition
System Reliability To improve the efficiency of the surface transportation system.	Travel Time Reliability <ul style="list-style-type: none"> • % of person-miles traveled on non-interstate NHS that are reliable 	<ul style="list-style-type: none"> • 78% 	<ul style="list-style-type: none"> • 78%
Transit Asset Management To maintain transit assets in a state of good repair.	Revenue Vehicles (70) <ul style="list-style-type: none"> • % that have met or exceeded their usable life benchmark (ULB) 	<ul style="list-style-type: none"> • Bus: 20% • Cutaway: 80% • Van: 50% • Automobile: 50% 	<ul style="list-style-type: none"> • Bus: 40% • Cutaway: 40% • Van: 40% • Automobile: 50%
Transit Safety To achieve a reduction in transit-related fatalities, serious injuries, and safety events, and improve mechanical reliability.	Fatalities <ul style="list-style-type: none"> • total number of reportable fatalities and rate per total vehicle revenue miles by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 0 • Demand Response: 0 • Comm. Connector: 0 	<ul style="list-style-type: none"> • Fixed Route Bus: 0 • Demand Response: 0 • Comm. Connector: 0
	Injuries <ul style="list-style-type: none"> • total number of reportable injuries and rate per total vehicle revenue miles by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 0 • Demand Response: 0 • Comm. Connector: 0 	<ul style="list-style-type: none"> • Fixed Route Bus: 2 • Demand Response: 1 • Comm. Connector: 1
	Safety Events <ul style="list-style-type: none"> • total number of reportable events and rate per total vehicle revenue miles by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 0 • Demand Response: 0 • Comm. Connector: 0 	<ul style="list-style-type: none"> • Fixed Route Bus: 2 • Demand Response: 1 • Comm. Connector: 1
	System Reliability <ul style="list-style-type: none"> • mean distance between major mechanical failures by mode 	<ul style="list-style-type: none"> • Fixed Route Bus: 0 • Demand Response: 0 • Comm. Connector: 0 	See Table 8

Safety Performance Targets

The BMPO is currently using ODOTs established safety targets, which are based on an S-curve forecast trend using five-year averages to achieve the vision of zero fatalities and life-changing injuries by 2035. The targets are applicable to all public roads in the MPO and updated every two years with a review toward the four-year target. **Table 6** identifies the target baseline and each five-year average target for the five safety performance measures to 2023 for the entire state of Oregon. For more regarding the ODOT/MPO coordination process, see the ODOT webpage on Key Performance Measures:

<https://www.oregon.gov/ODOT/PerformMang/Pages/index.aspx>

Table 6: ODOT Safety Performance Targets (5-year average)

Target Years	Fatalities	Fatality Rate (per 100M VMT)	Serious Injuries	Serious Injury Rate (per 100M VMT)	Non-motorized Fatalities and Serious Injuries
2021 Baseline Crash Targets (2014-2018)	448	1.48	1,739	5.03	257
2022 First Year Targets (2015-2019)	444	1.46	1,722	4.98	254
2023 Second Year Targets (2016-2020)	488	1.37	1,783	4.99	259

Transit Asset Management (TAM) Targets

TAM performance measures and targets are recorded annually in the National Transit Database (NTD). These measures and targets are intended to allow Cascades East Transit (CET) to better manage their portfolio of capital assets over time by creating measurable goals that are tracked by the agency and BMPO. **Table 7** includes measures and targets for asset categories applicable to CET and includes a column for estimated measurements (“Actual”) for year 2022, as provided by CET.

Table 7: CET TAM Performance Measures, Targets, and Estimates

Asset Category	Performance Measure	Asset Class	2022 Target	2022 Actual
Rolling Stock All Revenue Vehicles (70)	Age - % of revenue vehicles that have met or exceeded their ULB	Over the Road Bus	78%	N/A
		Bus	25%	20%
		Cutaway	38%	80%
		Van	40%	50%
		Minivan	34%	N/A
		SUV	31%	N/A
		Automobile	50%	50%

Transit Safety Performance Targets

Public transportation agencies are required to develop safety plans that include processes and procedures to manage safety risks effectively and proactively in their systems. The plan must include safety performance measures and targets, which are required to be provided to MPOs to aid in the planning process. **Table 8** includes CETs safety performance measures and targets from their 2020 Public Transportation Agency Safety Plan. Reporting of actual safety incidents are provided every two years by CET.

Table 8: CET Safety & System Reliability Performance Measures and Targets

Mode of Transit Service	Safety Event Target (total number of reportable events and rate per total vehicle revenue miles by mode)	2022 Reported Safety Events	System Reliability Target (mean distance between major mechanical failures by mode)	2022 Reported Reliability Events	Injury Target (total number of reportable injuries and rate per total vehicle revenue miles by mode)	2022 Reported Injuries	Fatality Target (total number of reportable fatalities and rate per total vehicle revenue miles by mode)	2022 Reported Fatalities
Fixed Route Bus	2	0	40,000 revenue miles	0	2	0	0	0
Demand Response	1	0	40,000 revenue miles	0	1	0	0	0
Community Connector	1	0	60,000 revenue miles	0	1	0	0	0

Table 9: MTIP Projects and Performance Measures

Key Number	Agency	Project Name	Description (abbreviated)	Supports Safety	Supports Infrastructure Condition	Supports Transit Asset Mgmt	Supports System Reliability (efficiency)
MTIP 2024-2027 Projects							
23056	Bend MPO	Local STBG Allocation FFY's 2025-27	Surface Transportation Block Grant Program (STBG) funding to use as determined by Bend MPO's project selection process and budget development.	X	X		X
20378	City of Bend	Archie Briggs Rd (Deschutes River) Bridges	Replace bridges 17C05 & 17C040 with ones that meet current standards	X	X		
22774	City of Bend	NE Norton Ave	Install bike blvd treatments (ODOT Countermeasure BP27) at NE Norton Ave from 4th St to 12th St (an alt. bike route to Greenwood Ave). May include speed humps, striping and signing.	X			X
23059	City of Bend	STBG Allocation of FFY's 2025-27 Street Maintenance	Surface Transportation Block Grant Program (STBG) funding for the City of Bend to use on Maintenance, Preservation and Signal projects.		X		X
20714	ODOT	US97: Multi-Use Trail (Baker Rd - Lava Butte)	Identify and evaluate planning corridors, design, and construction for a multi-use trail connecting Baker/Knott Rd to Lava Lands Visitor Center at Lava Butte, to create a safe path for bike/ped.	X			X
21594	ODOT	All Roads Transportation Safety (City of Bend) Ph2	Sign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce accidents for travelers.	X			X
22607	ODOT	Revere Ave Rail Crossing (Bend)	Planning and analysis for ped/bike improvements, ADA accomodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.	X	X		X
22791	ODOT	US20: (3rd Street) at Empire	Replace traffic signal at US20 / Empire Ave re: increased traffic volumes and safety issues for proposed elements of Bend N. Corridor project. Bike/ped infrastructure can be incorporated into traffic controlled crossing and ADA can be addressed.	X			X
21987 22955 22968 22979	Transit	Enhanced Mobility Prog., COIC & Deschutes Co. FFY's 2024-27	To improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.			X	
22051	Transit	Oregon Transportation Network - Deschutes Co FFY 2024	Urbanized public transit capital funding. Projects and programs to be determined based on funding requirements.			X	
22395 22998 23006 23008 23010	Transit	Bend Transit Operations Capital (5307) FY's 2023-27	Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services.			X	
23001 23018 23030	Transit	Enhanced Mobility E&D (5310) - Deschutes Co. FY's 2025-27	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.			X	

PUBLIC INVOLVEMENT PROCESS

BMPO staff consulted ODOT and local agencies to identify projects scheduled for the 2024-27 period. Public involvement opportunities were available through the ODOT STIP and City and County CIP processes. ODOT has a formal public process associated with development of the STIP and the City and County also have public processes associated with development of their respective CIPs.

This MTIP was prepared as a coordinated and cooperative effort of the BMPO member jurisdictions. Development of the draft MTIP was included as an agenda item at meetings of the TAC and Policy Board, which are public meetings with options to attend online or in-person. Email notifications of meetings are provided to a list of local stakeholders and agency staff. Meeting information is provided on the City of Bend online calendar and on the City's Committee's webpage. The Bend Bulletin (local press) publish a weekly list of public meetings, which include the MPO TAC and Policy Board. Each TAC and Policy Board agenda includes formal time for visitor introductions, comment, and discussion. In addition, all MPO TAC and Policy Board meetings are posted to YouTube. Notices are also emailed to the Title VI/EJ notification list as stated in the Bend MPO Title VI Plan adopted October 2019.

In addition to the above, the proposed MTIP undergoes a formal 21-day public comment period prior to Policy Board adoption. Solicitation for public comment was advertised as a City of Bend website news item, which includes notification emails to subscribers, and was sent to the local media as a press release. KTVZ, a local news channel, interviewed MPO staff about this topic and included it as a feature on the local news.

The comments received will be included in **Appendix E**.

Response to Public Comment

23 CFR 450.316 requires explicit consideration and response to public comment received during the program development process. Public, staff, agency, and other interested party comments received prior to the adoption hearing are first reviewed by staff. Comments requiring minor revisions are addressed by staff. Such comments might include requests for additional information or clarification of information. Comments on policy issues or specific projects will be considered by the Policy Board at the meeting where adoption of the MTIP is being considered. Comments received during the meeting will be discussed at that time. The Policy Board and staff will determine the most appropriate manner to respond to comments received. If significant changes to the proposed MTIP are recommended as a consequence, a revised final draft document will be resubmitted to the public for an additional review and comment period. A report on the disposition of comments will be included in **Appendix E**.

BEND MPO 2024-27 MTIP PROJECT LIST

Description of Project Listings

Individual project descriptions are general. For street projects, all are assumed to be urban cross-sections with curb, gutter, drainage, bike lanes, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned.

Projects are listed by agency on the following pages in **Table 11**. Each listed project includes the following information:

Key Number is the project number assigned by ODOT, as contained in their Statewide Transportation Improvement Program (STIP). A project which covers several years may have a different key number for each year.

Project Name is based on ODOT conventions and reflects how the project is known in the STIP.

Project Description provides a summary of what the project is and includes.

Federal Total indicates the amount of federal funding that is programmed. For the funding by year and phases, see **Appendix G**

State Total indicates the amount of state funding that is programmed. For the funding by year and phases, see **Appendix G**.

Local Total indicates the amount of local funding that is programmed. For the funding by year and phases, see **Appendix G**.

Total Current Estimate indicates the cost estimate of the project including all funding sources.

Costs are only estimates, although some are more refined than others.

In the List of Projects, funding source refers to the agencies expected to participate in the project (e.g., federal, state, local). In some cases, funding agreements have not yet been finalized, so agencies listed will not necessarily participate in the project listed. For a listed description of funding sources, see **Appendix D**.

For a project which began prior to FY2024, phases that are either under contract, under construction or completed may be included in this document for informational purposes.

MTIP List of Projects

The MTIP projects are listed by ODOT Key Number. Projects in **Table 11** are consistent with MTP policies and implement the MTP.

It should be noted that the costs included for some of the projects may not reflect the full costs.

Table 11: 2024-27 MTIP Project List

Key Number	Agency	Project Name	Project Description	Federal Total	State Total	Local Total	Total
Bend MPO Projects							
23056	Bend MPO	Local STBG Allocation FFY25-27 - Bend MPO	Surface Transportation Block Grant Program (STBG) funding for the Bend MPO to use as determined through their project selection process and budget development. Comprised of funding from FY25, 26 and 27 estimated allocations.	\$ 2,659,592	\$ -	\$ 273,140	\$ 2,932,732
22499	Bend MPO	Bend MPO Planning SFY25	Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP).	\$ 469,614	\$ 17,321	\$ 36,429	\$ 523,364
22916	Bend MPO	Bend MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP).	\$ 309,667	\$ 25,753	\$ 9,690	\$ 345,110
22920	Bend MPO	Bend MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP).	\$ 312,851	\$ 25,714	\$ 10,093	\$ 348,658
22921	Bend MPO	Bend MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP).	\$ 316,140	\$ 25,676	\$ 10,508	\$ 352,323
Bend MPO Totals:				\$ 4,067,863	\$ 94,463	\$ 339,860	\$ 4,502,187
City of Bend Projects							
20378	City of Bend	Archie Briggs Rd (Deschutes River) Bridges	Replace bridges 17C05 & 17C040 with ones that meet current standards	\$ 5,250,587	\$ -	\$ 600,953	\$ 5,851,540
23059	City of Bend	STBG allocation of FFY25-27. City of Bend Street Maintenance	Surface Transportation Block Grant Program (STBG) funding for the City of Bend to use on Maintenance, Preservation and Signal projects. Comprised of funding from FY25, 26 and 27 estimated allocations from Bend MPO.	\$ 2,279,258	\$ -	\$ 234,080	\$ 2,513,338
City of Bend Totals:				\$ 7,529,845	\$ -	\$ 835,033	\$ 8,364,878
ODOT Projects							
22774	ODOT	NE Norton Ave	Installation of bike boulevard treatments (ODOT Countermeasure BP27) along NE Norton Avenue from 4th Street to 12th Street, which is an alternative bike route to Greenwood Avenue. Treatments may include speed humps, striping and signing.	\$ 520,919	\$ -	\$ 57,880	\$ 578,799
20714	ODOT	US97: Multi-Use Trail (Baker Rd - Lava Butte)	Identify and evaluate planning corridors, design, and construction for a bicycle and pedestrian multi-use trail connecting Baker/Knott Road and the Lava Lands visitor center at Lava Butte, to create a safe path for multi modal travelers.	\$ 5,365,371	\$ 611,802	\$ -	\$ 5,977,172

Table 11, Cont.

Key Number	Agency	Project Name	Project Description	Federal Total	State Total	Local Total	Total
21594	ODOT	All Roads Transportation Safety (City of Bend) Ph2	Sign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce accidents for travelers.	\$ -	\$ 848,400	\$ -	\$ 848,400
22607	ODOT	Revere Ave Rail Crossing (Bend)	Planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.	\$ 500,000	\$ -	\$ -	\$ 500,000
22791	ODOT	US20: (3rd Street) at Empire	Replace the traffic signal at the intersection of US20 at Empire Avenue to accommodate increased traffic volumes and safety issues to account for the proposed elements that are part of the Bend North Corridor Infra Grant project. Pedestrian and bicycle infrastructure can be incorporated into traffic controlled crossing and ADA deficiencies can be addressed.	\$ 225,000	\$ 25,000	\$ -	\$ 250,000
ODOT Totals:				\$ 6,611,290	\$ 1,485,202	\$ 57,880	\$ 8,154,371
Transit Projects: Central Oregon Intergovernmental Council (COIC) / Cascades East Transit (CET)							
21987	Transit	Enhanced Mobility Program - COIC FFY24	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 182,000	\$ -	\$ 45,500	\$ 227,500
22051	Transit	Oregon Transportation Network - Deschutes Co FFY24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$ 457,373	\$ -	\$ 52,348	\$ 509,721
22395	Transit	Bend Transit Operations Capital 2023 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2023.	\$ 1,271,132	\$ -	\$ 905,446	\$ 2,176,587
22955	Transit	Enhanced Mobility Program (5310) - Deschutes County FY25	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 242,297	\$ -	\$ 60,574	\$ 302,871
22968	Transit	Enhanced Mobility Program (5310) - Deschutes County FY26	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 252,939	\$ -	\$ 63,235	\$ 316,174

Table 11, Cont.

Key Number	Agency	Project Name	Project Description	Federal Total	State Total	Local Total	Total
22979	Transit	Enhanced Mobility Program (5310) - Deschutes County FY27	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 264,443	\$ -	\$ 66,111	\$ 330,554
22998	Transit	Bend Transit Operations Capital 2024 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2024.	\$ 1,768,896	\$ -	\$ 1,292,008	\$ 3,060,904
23001	Transit	Enhanced Mobility E&D (5310) - Deschutes County FY25	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 608,305	\$ -	\$ 69,623	\$ 677,928
23006	Transit	Bend Transit Operations Capital 2025 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2025.	\$ 1,768,896	\$ -	\$ 1,292,008	\$ 3,060,904
23008	Transit	Bend Transit Operations Capital 2026 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2026.	\$ 1,768,896	\$ -	\$ 1,292,008	\$ 3,060,904
23010	Transit	Bend Transit Operations Capital 2027 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2027.	\$ 1,768,896	\$ -	\$ 1,292,008	\$ 3,060,904
23018	Transit	Enhanced Mobility E&D (5310) - Deschutes County FY26	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 608,305	\$ -	\$ 69,623	\$ 677,928
23030	Transit	Enhanced Mobility E&D (5310) - Deschutes County FY27	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 608,305	\$ -	\$ 69,623	\$ 677,928
Transit Totals:				\$11,570,685	\$ -	\$ 6,570,114	\$ 18,140,807

FINANCIAL CONSTRAINT

MPO’s are required to develop a financial plan as part of the MTP and MTIP planning processes. The financial plan must demonstrate that the existing system of transportation facilities is being adequately operated and maintained. This financial plan must be developed in cooperation with the local jurisdictions and other affected agencies. The financial plan must demonstrate that projects can be implemented using current revenues and funding sources, and proposed new revenue sources, as well as demonstrating that the existing system of transportation facilities is being adequately operated and maintained. Cost estimates and replacement schedule(s) must support this determination.

Table 12 provides a summary of the financial analysis and demonstrates that the MTIP is financially constrained. Revenues in the first two years are committed as programmed in the capital improvement programs of the local and state jurisdictions.

Table 12: FY2024-27 MTIP Financial Constraint Assessment

Agency	Federal Total	State Total	Local Total	Total Estimate
Bend MPO	\$ 4,067,863	\$ 94,463	\$ 339,860	\$ 4,502,187
Transit (CET)	\$ 11,570,685	\$ -	\$ 6,570,114	\$ 18,140,798
City of Bend	\$ 7,529,845	\$ -	\$ 835,033	\$ 8,364,878
ODOT	\$ 6,611,290	\$ 1,485,202	\$ 57,880	\$ 8,154,371
Totals:	\$ 29,779,683	\$ 1,579,665	\$ 7,802,887	\$ 39,162,235

Adequate Maintenance and Operation of Existing System

To produce a financial plan that demonstrates that the necessary resources are reasonably available to implement the MTIP, the financial plan must also demonstrate that the responsible operating agencies have the capacity to finance the operations, maintenance, and capital replacement activities required to preserve the existing system of transportation facilities. Although the BMPO has no direct operations or maintenance authority, its responsibilities related to the production of coordinated, comprehensive transportation plans for the urban area involve the cooperative development of a financial statement indicating the ability of the various operating jurisdictions to adequately maintain, operate, and provide for capital replacement of their respective facilities.

Cascades East Transit, the transit provider, submits an annual financial statement to FTA that is referenced in the MTIP (see **Appendix B**). Additionally, transit providers are required to develop an Asset Management Plan that is regularly updated and submitted to FTA. The Oregon Transportation Commission (OTC) has adopted a policy that preservation of the existing

system is its first priority and has directed funds to that purpose statewide. The MTIP projects on the ODOT system reflect that commitment and ability. The City of Bend has a significant backlog of roadway preservation needs. The Bend MPO Policy Board has directed much of their discretionary federal Surface Transportation Block Grant Program (STBG) funds to street preservation in the City of Bend. In addition, the City also allocates a percentage of its funding (state shared revenues and local general fund) to maintenance and preservation activities. The Bend City Council is also considering a Transportation Utility Fee (TUF). If implemented, part of the TUF revenue would be used for transportation system maintenance, including addressing the backlog of preservation needs.

Revenues and Funding Sources

Available and Committed

Available funds include those funds derived from an existing source or funds historically dedicated to transportation. Federal funds generally available to the region (funds authorized and/or appropriated) on an annual basis are considered committed. Based on historical authorizations, federal funds distributed by formula can be extrapolated beyond the current authorization and be considered committed. Federal funds distributed on a discretionary basis are regarded as a new source and must be shown to be reasonably available.

In the case of state funds that are not dedicated to or historically used for transportation purposes, only those funds over which the Governor has control may be considered committed funds. In this case, approval of the MTIP by the Governor will be considered a commitment of funds.

For local or private sources of funding involved in regionally significant projects which will be listed in the MTIP, those not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing or letter of intent by the responsible official or body having control of the funds is needed to establish a commitment. If these commitments cannot be demonstrated, the state, local, or private funding source should be treated as a "new" funding source and must be demonstrated to be "reasonably available."

"Reasonably Available"

These funds may not currently exist or may require some steps before a jurisdiction, agency, or private party can commit such revenues to transportation projects. The financial plan must identify strategies and a specific plan of action that describe the steps that will be taken to ensure the availability of such funding sources within the planning timeframe. The plan of action should provide information on the actions that will be taken to obtain the new funding, including how local match will be obtained. Where efforts are already underway to obtain a new revenue source, information such as the amount of support for the measure by the community should be included in the financial analysis used for the financially constrained MTIP.

Bend MPO Surface Transportation Block Grant Program Funds

Under a cooperative process, ODOT distributes a portion of its Surface Transportation Block Grant Program (STBG) funds to cities, counties, and Oregon's small Metropolitan Planning Organizations. The Bend MPO receives an annual allocation of federal STBG funds. The Policy Board approves amounts to be distributed between the City of Bend for street preservation and maintenance, to BMPO planning and staffing purposes, and to a competitive project application process administered by the MPO (see **Tables 1 – 4**). This distribution of the MPO's annual

allocations generally aligns with the FFY's of the MTIP. Historically, the vast majority of STBG funded projects have utilized ODOT's Fund Exchange Program where federal STBG funds are exchanged for state dollars. As such, these projects have not typically been included in the MTIP. More recently, however, it is expected that the fund exchange program will become more limited, and these funds may remain federal. Project Key Number 23056 in this MTIP reflects that and amendments in the future may be necessary should ODOT's Fund Exchange become unavailable.

ODOT Region 4 Transit Funding

ODOT Region 4 has supported transit for many years by allocating a portion of available STBG funds to transit. Available funding amounts can fluctuate but the region tries to maintain an historical average. The funds are restricted to transit capital improvements. The application and selection process are managed by the ODOT Public Transit Section.

Funding Flexibility

Under current federal legislation and Oregon constitutional restrictions, some flexibility exists in the use of transportation funds (**Table 13**, below). The possible applications, however, are relatively limited. For example, transit operations are eligible under only three categories of funds, and many fund sources are restricted to roadway-related uses or uses within roadway right-of-way.

Table 13: Funding Flexibility Matrix

POTENTIAL USES	Transit			Roadway				
	Transit Operations	Capital Improvements	ADA Elderly & Disabled	Maintenance & Operations	Roadway Capacity	Bicycle	Pedestrian	Rideshare/TDM
Federal								
National Highway System	no	no	no	yes	yes	yes	yes	no
STGB	no	yes	yes	yes	yes	yes	yes	yes
BMPO STBG	no	yes	yes	yes	yes	yes	yes	yes
FTA Section 5307	yes	yes	yes	no	no	no	no	no
FTA Section 5339	no	yes	yes	no	no	no	no	no
FTA Section 5310 ²	no	no	yes	no	no	no	no	no
FTA Section 5311	yes	yes	no	no	no	no	no	no
State								
Gas Tax Revenues	no	no	no	yes	yes	yes	yes	yes ³
Special Transportation Fund (STF) ⁴	yes	yes	yes	no	no	no	no	no
Statewide Transportation Improvement Fund (STIF)	yes	yes	yes	no	no	no	no	no
Local								
Bend SDC ⁵	no	no	no	no	yes	yes	yes	no
Gas Tax Revenue	no	no	no	yes	yes	yes	yes	Yes
Urban Renewal	no	yes	no	no	yes	yes	yes	no

² Limited to private, non-profit organizations or public bodies that coordinate transportation services for the elderly and disabled persons.

³ Potential uses may include park-and-ride facilities only as part of eligible highway improvement projects.

⁴ May be used for transit capital improvements and ADA/elderly & disabled operations; cannot be used for general transit system operations.

⁵ Limited to roadway capacity projects and bicycle and pedestrian facility improvements.

Appendix A: BMPO Resolution Adopting MTIP

Resolution Number 2023-03 Bend Metropolitan Planning Organization Policy Board

For the Purpose of Adopting the 2024-2027 Metropolitan Transportation Improvement Program

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 State of Oregon has 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, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Metropolitan Transportation Improvement Program (MTIP) that enumerates priority transportation projects in the Bend Urbanized Area; and

WHEREAS, the BMPO has developed a FY2024-2027 MTIP in coordination with ODOT and the local transit provider in compliance with all applicable federal and state requirements; and

WHEREAS, the FY2024-2027 MTIP meets the federal requirement of financial constraint; and

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2024-2027 MTIP.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the FY2024-2027 MTIP and directs staff to submit the document to ODOT for inclusion in the FY2024-2027 Statewide Transportation Improvement Program.

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

Yes: 3 No: 0 Abstain: 0

Authenticated by the Chair this 19th day of May 2023.



Barb Campbell, Chair

Attest:



Tyler Deke, MPO Manager

Appendix B: Cascades East Transit Statement of Financial Capacity

Each year, Cascades East Transit (CET) provides Federal Transit Agency (FTA) with a signed assurances and certifications through the Transportation Electronic Award Management (TEAM) system. Please contact CET for copies of the certificates and assurances. CET can be contacted at the Bend Operations Center 1250 NE Bear Creek, Bend, OR 97701 (541) 385-8680 or online via <http://www.cascadeseasttransit.com/>

Appendix C: Transportation Project Funding Sources

The jurisdictions in the BMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this MTIP. A brief description of each of the fund sources, along with project programming information is provided below.

FEDERAL FUNDING PROGRAMS

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation built upon the initiatives established in the several prior transportation legislation packages. Under these Acts, State and local governments were given more flexibility in determining transportation solutions, whether transit, highways, or multimodal projects.

FEDERAL AID HIGHWAY FUNDING PROGRAMS

IIJA contains several major funding programs for roadway, safety, and multimodal projects, including the: National Highway Performance Program (NHPP); Surface Transportation Block Grant Program (STBG); Congestion Mitigation and Air Quality Improvement Program (CMAQ); Highway Safety Improvement Program (HSIP); Metropolitan Planning; and Transportation Alternatives (TAP). Some of these major programs contain sub-programs. A brief description of several federal aid highway funding programs is provided below. Many, but not all, of these programs are administered by the Federal Highway Administration.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) FUNDS

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes (the NHS system). The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG is a flexible multi-modal block grant-type program. It provides funds for a broad range of transportation uses and may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A percentage of the STP funds allocated to the state of Oregon are distributed to cities and counties on a formula basis by the Oregon Transportation Commission.

BEND METROPOLITAN PLANNING ORGANIZATION (BMPO) STBG FUNDS

Under a cooperative process, ODOT distributes a portion of its STBG funds to the small Metropolitan Planning Organizations (MPOs) in Oregon. The Bend MPO receives approximately \$1,500,000 annually in federal STBG funds. STBG funding has increased over time and project identification occurs through the MPO. Future allocations of Bend MPO STBG funds will be authorized in this document and updated as MPO funding allocations are finalized at the statewide level.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP is a core Federal-aid funding program. The intent of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have a Strategic Highway Safety Plan (SHSP).

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways.

METROPOLITAN PLANNING

Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a metropolitan transportation improvement program (MTIP) for the area.

STATEWIDE PLANNING AND RESEARCH (SPR)

SPR funds may be used for engineering and economic surveys and investigations; the planning of future highway programs and local public transportation systems, and the planning of the financing of such programs and systems including metropolitan and statewide planning; development and implementation of management systems; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; research, development, and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems; and study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use.

FEDERAL LANDS ACCESS PROGRAM (FLAP)

The FLAP provides funds for projects on Federal Lands access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. 80% of funds go to States that contain at least 1.5% of the national total of public lands, and the remaining 20% going to States with less than 1.5% of the national total.

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

Section 5303 Metropolitan Planning

Section 5307 Urbanized Area Formula Program

Section 5310 Elderly/Disabilities

Section 5311 Rural and Small Urban Areas Formula Program

Section 5339 Bus and Bus Facilities Program

A summary of these programs follows:

TRANSIT SECTION 5303 PROGRAM

Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs: Metropolitan Transit Planning, Rural Transportation Assistance Program, and Statewide planning, research, and training. The Metropolitan planning funds are allocated to states under a formula apportionment on behalf of MPOs based on a state formula cooperatively developed with MPOs and approved by the FTA.

TRANSIT SECTION 5307 PROGRAM

The Section 5307 Formula Grant Program makes funds available on the basis of a statutory formula to all urbanized areas in the country. The funds may be used for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. For capital projects, the match rate is 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local.

TRANSIT SECTION 5310 PROGRAM

The Section 5310 program provides funding for transportation services for the elderly and persons with disabilities. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. Funds may be used for capital costs or for capital costs of contracting for services. Section 5310 funds are awarded on an annual competitive basis.

TRANSIT SECTION 5311 PROGRAM

The Section 5311 program provides funding for transportation services for residents in non-urban areas. The funds may be used for both operations support and capital support. 5311 funds have a 50 percent match requirement.

TRANSIT SECTION 5339 PROGRAM

Funds for the Section 5339 provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The basic matching ratio for capital projects is 80 percent federal, the same as for highway projects in the FHWA program.

OTHER FEDERAL FUNDING PROGRAMS

other federal funding programs are also available to fund transportation projects. A brief description of two programs is provided below.

SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT

These funds are used to fund improvements to public schools, roads and stewardship projects. Deschutes County receives roadway funding through this program.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Community Development Block Grants are administered by the Department of Housing and Urban Development and could potentially be used for transportation improvements in eligible areas.

STATE FUNDING PROGRAMS

OREGON HIGHWAY FUND

The major source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers. Historically, revenues were divided as follows: 16% to cities, 24% to counties, and 60% to ODOT. HB 2001, approved during the 2009 legislative session, increased the gas tax by 6 cents. Revenue from the new taxes is divided as follows: 20% to cities, 30% to counties, and 50% to ODOT. HB 2017, approved during the 2017 legislative session also increases the gas tax, in increments, over several years. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population. ORS 366.514 requires at least 1% of the Highway Fund received by ODOT, counties, and cities be spent on the development of footpaths and bikeways. ODOT administers its bicycle/pedestrian funds, handles bikeway planning, design, engineering and construction, and provides technical assistance and advice to local governments concerning bikeways.

SPECIAL PUBLIC WORKS FUND (SPWF)

The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a specified number of jobs. Loans for development (construction) projects range from less than \$100,000 to \$10 million. The Infrastructure Finance Authority offers very attractive interest rates that reflect tax-exempt market rates for highly qualified borrowers. Initial loan terms can be up to 25 years or the useful life of the project, whichever is less. Loans also are available to plan a construction project. SPWF projects will be programmed as awards are made.

IMMEDIATE OPPORTUNITY FUND (IOF)

The Immediate Opportunity Fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be "primary" jobs such as manufacturing, distribution, or service jobs.

TRAFFIC CONTROL PROJECTS

The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets or county roads. Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic

Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF)

The HB 2017 transportation funding package established a new dedicated source of funding for improving or expanding public transportation service in Oregon. This new funding source is called the Statewide Transportation Improvement Fund, or STIF. The program includes both formula and discretionary funding.

STATE SPECIAL TRANSPORTATION FUND (STF)

ODOT's Public Transit section administers a discretionary grant program derived from state cigarette tax revenues and a percentage of revenues of from sales of photo ID cards that provides supplementary support for transportation services for the elderly and people with disabilities. A competitive process has been established for awarding STF funds. The STF program is now part of the STIF program.

LOCAL FUNDING PROGRAMS

SYSTEMS DEVELOPMENT CHARGES (SDCs)

Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. The SDC typically varies by the type of development (residential, commercial, industrial, etc.). Transportation SDCs are collected by the City of Bend and Deschutes County.

FRANCHISE FEES

Cities may collect franchise fees from local utility companies that utilize public right-of-way for the conveyance of their services. The City of Bend currently collects franchise fees from Pacific Power and Light, Central Electric Co-op, Cascade Natural Gas Company, Bend Cable Communications and Century Link. A percentage of the funds derived from the franchise fees are allocated for maintenance and street improvement needs.

DEVELOPER EXACTIONS

Prior to the establishment of transportation SDCs, the City of Bend used a different method of exacting transportation system improvements. Development financial requirements have continued since the adoption of the transportation SDCs where transportation impacts have exceeded possible development related fee collection, but these "contributions" have lessened considerably since the adoption of the transportation SDC. These exactions, typically for qualified transportation improvements, are eligible for SDC reimbursement. Additionally, developers are required, without reimbursement, to build the local streets serving their developments.

LOCAL PARKING FEES

Parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are collected on a limited basis in the BMPO area.

GENERAL OBLIGATION BONDS

All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. *Municipal bonds* are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote. General obligation bonds are currently being used to finance transportation projects within the BMPO area. See the City of Bend website for details on the bond projects.

PROPERTY TAXES

Local property taxes are used to fund various transportation services, including roadway projects and Cascades East Transit services.

FAREBOX REVENUE

A percentage of the Cascades East Transit operating funds are received from farebox revenues.

TRANSIENT ROOM TAX (TRT)

The City currently levies a tax on gross room receipts on Hotel/Motel rooms in the city. A percentage of the revenues can be used to fund transportation services.

LOCAL GAS TAX

A local gas tax is assessed at the pump and added to existing state and federal taxes. A local gas tax has not been implemented in the BMPO area.

URBAN RENEWAL FUNDING

Urban renewal, or tax increment financing, has been a financing tool that has been used by the City of Bend to improve certain areas of the community. Urban renewal areas have been established in NE Bend and in southern Bend. It is anticipated that a percentage of revenues generated from these districts will be dedicated to transportation improvements in the respective taxing areas.

PUBLIC/PRIVATE PARTNERSHIPS:

The City and an alliance of local developers and property owners (*The West Side Traffic Consortium*) negotiated an agreement that provides for the construction of several significant transportation improvements. These were/are funded through a combination of developer provided improvements and those provided through local improvement district financing. Agreements such as this may serve as a model for future similar such agreements when the cost and timing of various needed improvements exceed the financial ability of any one entity including the City.

SPECIAL ROAD DISTRICTS

Special road districts provide a means for funding specific improvements that benefit a specific group of property owners (comparable to a Local Improvement District). These districts require owner approval and a specific project definition. The residents forming the district agree to pay property taxes to support the special district. Special road districts exist throughout unincorporated Deschutes County. One special road district exists within the BMPO area. Road District Commissioners are appointed by the Deschutes County Board of Commissioners to operate the district.

LOCAL JURISDICTION FUNDING

DESCHUTES COUNTY

Deschutes County's primary source of transportation revenue is shared revenue from the Oregon Highway Fund. The County's revenues are grouped into one large fund known as the Road Fund for purposes of developing the road department budget and capital improvement program.

CITY OF BEND

The city of Bend receives transportation revenues from many sources including: Oregon gas tax and vehicle registration revenues; systems development charges; and franchise fees. These revenues are used for local projects and also provide the necessary match for federally funded projects.

CASCADES EAST TRANSIT

Cascades East Transit receives revenues from the City of Bend general fund, farebox revenues, advertising revenues, the Federal Transit Administration, and the Oregon Department of Transportation.

Appendix D: Transportation Planning Acronyms and Terms

ACT:	Area Commission on Transportation (see COACT)
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
CBD:	Central Business District
CFR:	Code of Federal Regulations
COACT:	Central Oregon Area Commission on Transportation
DLCD:	Department of Land Conservation and Development
FAST:	Fixing America's Surface Transportation (FAST) Act (federal surface transportation legislation)
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GIS:	Geographic Information Systems
HPMS:	Highway Performance Monitoring System
IJA:	Infrastructure Investment and Jobs Act (current federal surface transportation legislation)
ITS:	Intelligent Transportation Systems
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
MAP-21:	Moving Ahead for Progress in the 21 st Century (prior federal surface transportation legislation)
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MTP:	Metropolitan Transportation Plan
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NHS:	National Highway System
OAR:	Oregon Administrative Rules
ODOT:	Oregon Department of Transportation
OHP:	Oregon Highway Plan
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Planning Funds
SOV:	Single Occupancy Vehicle
STBG:	Surface Transportation Block Grant Program
STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zone
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program (same as MTIP)
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit (ODOT)
TPR:	Transportation Planning Rule
TSM:	Transportation Systems Management

TSP: Transportation System Plan
UGB: Urban Growth Boundary
UPWP: Unified Planning Work Program
USDOT: U.S. Department of Transportation
VMR: Vehicle Miles Reduced
VMT: Vehicle Miles of Travel

Allocation - An administrative distribution of funds for programs that do not have statutory distribution formulas.

Appropriation - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Appropriations Act - Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Apportionment - A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. It also refers to the distribution of funds as prescribed by a statutory formula.

Authorization - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs - Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Federal-aid Highways - Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification - The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number - Unique number assigned by ODOT to identify projects in the MTIP/STIP.

Maintenance - Activities that preserve the function of the existing transportation system.

Regionally Significant – From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network.

In the Bend metropolitan area, regionally significant facilities will include, at a minimum:

- All state highways;
- All arterial roadways; and
- Any other facilities determined to be regionally significant by the Policy Board (in consultation with the Technical Advisory Committee).

3C - “Three C’s” = continuing, comprehensive, and cooperative - This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a “continuing, comprehensive transportation planning process carried out cooperatively by states and local communities.” ISTEA’s planning requirements broadened the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision-making points.

Appendix E: Comments and Responses

Agency Comments:

ODOT, email, 4/12/2023, Amanda Savig, STIP Program Analyst: I was reviewing the draft MTIP and noticed it referenced FFO in the Appendix D. FHWA has stopped using FFO and now uses PoDI – project of division interest. It could be a phase or a project that is of particular interest. The PoDI doesn't work the same as FFO. The project name isn't changed. It is a comment that is placed in the STIP/FP that is not forward facing, at this point.

Response/Action: ODOT and MPO staff agree to delete "FFO".

ODOT, email, 4/25/2023, David Amiton, Region 4 Planning Manager: I only have a handful of minor comments: Page 8, Figure 2: OTC stands for Oregon Transportation Commission Page 9: add a closing quotation mark to the quoted text. Page 9: what criteria will the PB use to determine regional significance? Table 13: Matrix is spelled incorrectly

Response/Action: Corrections and revise language for clarity.

Public Comments:

Email, 4/11/2023, Mary Becker: Please consider creating more safe bike paths (such as the one along the canal on Reed Market). In new neighborhoods, this should be a priority as well as trying to retrofit our old neighborhood and feeder roads. I have lived in Bend for 34 years and used to ride my bike around town. I no longer do that at all as I feel with the increased traffic (and speeders), I am taking my life in my hands if I were to venture out on 3rd street, Revere, 8th, Greenwood, Pettigrew, Bear Creek, etc. Many of these roads that do have designated paths, have ones that all of a sudden end (e. g. Bear Creek approaching Pettigrew). Trying to avoid getting in my car to run short errands is so difficult with our limited safe bike paths and walking paths. Please make these a priority. And, certainly, don't boast that Bend is bicycle friendly. It most assuredly is not!

Response/Action: Thank you for your comments. Include in Policy Board agenda and presentation for MTIP adoption consideration.

Email, 4/12/2023, Mimi Jones: Hi several areas of concern: Southeast Bend housing explosion and 27th, 15th are the only only (2 lane mostly) main arterials - major bottlenecks that roundabouts cannot ameliorate. Need to bypass existing roads with a road/highway along eastern boundary of new developments. Parkway through town should be bypassed completely to allow south north traffic a through fare. Too many cars parking on in-town side streets. No idea how to fix that. Permit parking purchased by residents? Bike lanes and bike ped overpasses. Thank you.

Response/Action: Thank you for your comments. Include in Policy Board agenda and presentation for MTIP adoption consideration.

Email, 4/12/2023, Mimi Jones: Additional comments to my previous. There are needed left turn lanes for 27th. Stevens new development is 800 approximately so min 2 cars per household all funneling onto 27th is ludicrous. And developers need to shoulder the bulk of the cost of road improvements made necessary by their development, not place the entire burden on residents via increasing property taxes or levy's. Thank you

Response/Action: Thank you for your comments. Include in Policy Board agenda and presentation for MTIP adoption consideration.

Email, 4/25/2023, Lisa Bagwell: PLEASE prioritize the railroad tracks overpass on Reed Market!!! It is long overdue and the only reason many citizens voted yes for the last bond.Thank you!

Response/Action: Thank you for your comments. Include in Policy Board agenda and presentation for MTIP adoption consideration.

Emails (2), 4/25/2023, same project-specific comments submitted by both David Green and Harold DeShow, Bend Bikes members:

David Green intro: Bend Bikes submits these comments to the Bend MPO Transportation Improvement Plan. Thanks for the opportunity to comment.

Harold DeShow intro: I'm a resident of Bend (Orchard District!!!) and a lifelong bike commuter. As the Bend Metro Planning Organization considers the many projects that Bend needs over the upcoming years, I hope you will consider the perspective of people who get around town on bicycles. If we want a future Bend that has less traffic, cleaner air, and healthier people, these projects must put bicycles and other non-car transport modes ahead of cars. To that effect, as a member of Bend Bikes, I will put forth their recommendations:

20378: Replace the bridges over the Deschutes River on Archie Briggs Rd: These are dangerous bridges on a dangerous road. When these bridges are replaced, they should include safe places for people walking and riding to cross them.

City of Bend response: The bridge project does include bike lanes and sidewalks on both sides of the bridge, and includes a section of shared use path on one side of Archie Briggs connecting from the Deschutes River trail on the west, across the bridge, and to Caddis Fly Way on the east.

22774: Build a bicycle boulevard on NE Norton Ave from NE 4th St to NE 12th St: This is not a reasonable biking alternative to NE Greenwood as it is too far from destinations on Greenwood to be an alternative route. This is an important part of the Safe Routes to School network. But it is not a good route for the Key Route along the Olney/Penn/Neff corridor. It is not only out of direction but it climbs much higher than the main roads of Olney, Penn, and Neff, making it much more physically demanding in both directions. This project must include an improved crossing on 8th St, especially if it is to be an important Safe Route to School route.

ODOT response: The City of Bend applied for this project through the competitive ARTS program. Norton serves as a parallel alternative to Greenwood Avenue, as it is the closest east-west through street on the north side of Greenwood Avenue. The Norton bicycle boulevard will connect Juniper Elementary School, Pilot Butte State Park, and the Pilot Butte base trail around the Park's perimeter. A path connecting the eastern terminus (NE 12th & NE Norton) north to NE Neff Rd is also proposed (currently funded as a Planning phase in the 2021-2024 STIP, K22606). Eventually, the Norton bicycle boulevard will also extend west to NE 2nd Street (future low-stress route) and additional future City improvements on Olney Ave. The eastern terminus of the route is Juniper Elementary School (NE 12th & NE Norton); while this is higher in elevation than NE Penn & ~NE 12th, that is because this is where the entrance to the school is. Even if the route stayed on Olney/Penn/Neff, it would still have to jog on NE 11th (Penn – Norton) and NE Norton (11th – 12th) to get to the Juniper Elementary School entrance, for a net elevation difference of 0. As proposed, the project includes an improved crossing at 8th Street.

20714: Create a multi-use trail connecting Baker/Knott Rd to Lava Lands Visitor Center: A safe bike and pedestrian route from the south side of Bend to the Lava Lands Visitor Center is a very important step to an inter-city network for people biking for both recreation and transportation. This path should access the High Desert Museum.

ODOT response: The current project design accesses the High Desert Museum.

22607: Planning for Improvement of the Revere Ave rail crossing: As part of the Low Stress Network, improving the rail crossing on Revere for people walking, riding, and rolling for all ages and abilities, is very important.

ODOT response: Agree.

22791: Replacing the Empire Ave and US20 traffic signals and POSSIBLY adding pedestrian and bicycle infrastructure at the intersection. The intersection of Empire Ave and US20 is a major barrier to people walking and biking. Improvements to this intersection, particularly in conjunction with improvements along Empire Ave would make it much safer and comfortable for people walking and biking in this area and improve both north-south and east-west connectivity in this part of the city.

ODOT response: As currently funded and proposed, the project only includes funding for initial Preliminary Engineering. Pedestrian and bicycle improvements will be evaluated as part of the early Preliminary Engineering phase.

Transit funding: As Bend continues to grow, its streets will not handle the projected increase in vehicle traffic. Properly planned, transit and biking together could offer people a viable option to driving and lower the cost of our future transportation system. Our transit system is rudimentary and its funding should be growing substantially.

Cascades East Transit(CET) Response: Bend MPO partners are working toward a more robust transit future in part through the funding described in the MTIP and the plans supported by this funding. Cascades East Transit's 2040 Transit Master Plan and the City of Bend's Transportation System Plan both identify elements to support multi-modal transportation in a growing community and specifically connections between different modes of transportation. CET and the City are both working toward building a network of mobility hubs, interconnected trails, and more to enable people to safely and efficiently travel by the mode that best suits them. CET is additionally exploring options to create a more stable structure for Central Oregon's public transit system with reliable funding able to provide the level of service and quality people in Bend expect. Projects listed in the MTIP not only continue basic transit operations, but help the system grow and improve.

Appendix F: Bend MPO Amendment Process

The table below is used to determine when an amendment to the MTIP is a full or administrative amendment.

Table 14 MTIP Amendment Process

Type of Change	Federal Action***	Full Amend	Admin Amend	Database//Document Change
If it is NOT in the MTIP:				
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the MTIP	Approval if in first 3 years	✓		
2. Adding a regionally significant project to the MTIP (any funding source)	Approval if in first 3 years	✓		
3. Adding a federally funded project that is funded with discretionary funds	Notification		✓	
4. Adding a non-federally funded project that doesn't require FHWA or FTA action to the MTIP	Notification		✓	
If it is already in the MTIP:				
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the MTIP	Approval if in first 3 years	✓		
6. Major change in scope of a project with state or federal funds	Approval if in first 3 years	✓		
7. Adding or deleting a CN phase to an approved MTIP project.	Approval	✓		
8. Advancing a project or phase of a project from the fourth year to the first three years of the MTIP**	Approval	✓		
9. Advancing an approved project or phase of a project from year 2 or 3 into the current year of the MTIP	Notification		✓	
10. Slipping an approved project or phase of a project from the current year of the MTIP to a later year	No action			✓

Table 13 MTIP Amendment Process, CONT.

Type of Change	Federal Action	Full Amend	Admin	Database/Document Change
11. Adding PE or ROW phase to an approved project in the first three years of the MTIP	Notification		✓	
12. Combining two or more approved projects into one project	Notification		✓	
13. Splitting one approved project into two or more projects	Notification		✓	
14. Minor technical corrections to make the MTIP consistent with prior approvals	Notification		✓	
15. Adding FHWA funds to an approved FTA-funded project	Notification		✓	
16. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the MTIP	Notification		✓	
17. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the MTIP	No action			✓
18. Modifying or deleting local projects that are listed for information purposes only	No action			✓
19. Minor technical corrections to make the MTIP consistent with the prior approvals, such as typos or missing data.	Notification		✓	
20. Changing the name of a project due to change in scope, combining or splitting of projects, or to better conform to naming convention.	Notification		✓	

Appendix G: Bend MPO Self-Certification

The 2024-2027 self-certification for the Bend MPO is available here:

<https://www.bendoregon.gov/home/showdocument?id=55456>

This document is required for MPOs in the Federal-Aid Policy Guide in Title 23 Code of Federal Regulations.

Section 450.330 Transportation improvement program: Action required by FHWA/FTA.

- (a) The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). This finding shall be based on the self-certification statement submitted by the State and MPO under Sec. 450.334 and upon other reviews as deemed necessary by the FHWA and the FTA.

Appendix H: MTIP Project List Details

Bend MPO Projects

Name: Bend MPO Planning SFY25							Key: 22499
Description							Region: 4
Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).							
MPO: Bend MPO			Work Type: Planning				
Applicant: BEND MPO			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$523,364.00						\$523,364.00
Fund 1	Z240 \$269,190.00						
Match	\$30,810.00						
Fund 2	Z450 \$151,331.00						
Match	\$17,321.00						
Fund 3	Z77D \$49,093.00						
Match	\$5,619.00						

Name: Bend MPO planning SFY26							Key: 22916
Description							Region: 4
Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).							
MPO: Bend MPO			Work Type: Planning				
Applicant: BEND MPO			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$345,109.87						\$345,109.87
Fund 1	Y450 \$225,002.15						
Match	\$25,752.50						
Fund 2	21MP \$84,664.94						
Match	\$9,690.28						

Name: Bend MPO planning SFY27							Key: 22920
Description							Region: 4
Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).							
MPO: Bend MPO			Work Type: Planning				
Applicant: BEND MPO			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$348,657.67						\$348,657.67
Fund 1	Y450 \$224,667.84						
Match	\$25,714.24						
Fund 2	21MP \$88,182.69						
Match	\$10,092.90						

Name: Bend MPO planning SFY28						Key: 22921	
Description Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).							Region: 4
MPO: Bend MPO			Work Type: Planning				
Applicant: BEND MPO			Status: PLANNING ACTIVITY				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2027						
Total	\$352,323.35						\$352,323.35
Fund 1	Y450	\$224,330.50					
Match		\$25,675.63					
Fund 2	21MP	\$91,809.24					
Match		\$10,507.98					

Name: Local STBG allocation FFY26-27 - Bend MPO						Key: 23056	
Description Surface Transportation Block Grant Program (STBG) funding for the Bend MPO to use on projects to be determined through their project selection process and budget development. Comprised of funding from FY25, 26 and 27 estimated allocations.							Region: 4
MPO: Bend MPO			Work Type: Operations				
Applicant: BEND MPO			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$2,659,591.50		\$2,659,591.50
Fund 1				Y236	\$2,386,451.45		
Match					\$273,140.05		

City of Bend Projects

Name: Archie Briggs Rd (Deschutes River) Bridges						Key: 20378	
Description Replace bridges 17C05 & 17C040 with ones that meet current standards.							Region: 4
MPO: BendMPO			Work Type: Bridge				
Applicant: CITY OF BEND			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2020			2024		
Total		\$809,340.00			\$5,042,200.00		\$5,851,540.00
Fund 1		Z001	\$726,220.78		Y001	\$4,524,366.06	
Match			\$83,119.22			\$517,833.94	

Key: 23059

Description Surface Transportation Block Grant Program (STBG) funding for the city of Bend to use on maintenance, preservation and signal projects. Comprised of funding from FY25, 26 and 27 estimated allocations from Bend MPO.

Region: 4

MPO: Bend MPO

Work Type: Operations

Applicant: BEND MPO

Status: BUCKET OF FUNDS

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$2,279,257.50		\$2,279,257.50
Fund 1					Y236 \$2,045,177.75		
Match					\$234,079.75		

ODOT Projects

Name: NE Norton Ave (Bend)

Key: 22774

Description Installation of bike boulevard treatments along NE Norton Avenue from 4th Street to 12th Street, which is an alternative bike route to Greenwood Avenue. Treatments may include speed humps, striping and signing.

Region: 4

MPO: Bend MPO

Work Type: Safety

Applicant: BEND MPO

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025	2025		2026		
Total		\$177,110.00	\$46,758.00		\$354,931.00		\$578,799.00
Fund 1		ZS30 \$159,399.00	ZS30 \$42,082.00		ZS30 \$319,438.00		
Match							
Fund 2		OTH0 \$17,711.00	OTH0 \$4,676.00		OTH0 \$35,493.00		
Match							

Name: US97: Multi-Use Trail (Baker Rd -Lava Butte)

Key: 20714

Description Identify and evaluate planning corridors, design, and construction for a bicycle and pedestrian multi-use trail connecting Baker/Knott Road and the Lava Lands visitor center at Lava Butte, to create a safe path for multi modal travelers.

Region: 4

MPO: Bend MPO

Work Type: Bicycle/Pedestrian

Applicant: ODOT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
143.45 to 149.58	6.13	US-97	THE DALLES-CALIFORNIA HWY	CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2018	2021	2023	2024	2024		
Total	\$270,000.00	\$934,511.90	\$20,000.00	\$75,567.00	\$4,677,093.52		\$5,977,172.42
Fund 1	K200 \$242,271.00	Z21E \$838,537.53	Y240 \$20,000.00	K200 \$67,806.27	K200 \$4,196,756.01		
Match	\$27,729.00	\$95,974.37					
Fund 2				S080 \$7,760.73	S080 \$480,337.51		
Match							

Name: **All Roads Transportation Safety (Bend) Ph2** Key: 21594
 Description: **Sign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce collisions for travelers.** Region: 4
 MPO: **Bend MPO** Work Type: **Safety**
 Applicant: **BEND MPO** Status: **PROJECT SCHEDULED FOR CONSTRUCTION**

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$848,400.00		\$848,400.00
Fund 1					S060 \$782,394.48		
Match					\$66,005.52		

Name: **US20: (3rd Street) at Empire** Key: 22701
 Description: **Replace the traffic signal at the intersection of US20 at Empire Avenue to accommodate increased traffic volumes and safety issues to account for the proposed elements that are part of the Bend North Corridor Infra Grant project. Pedestrian and bicycle infrastructure can be incorporated into traffic controlled crossing and ADA deficiencies can be addressed.** Region: 4
 MPO: **Bend MPO** Work Type: **Signs, Signals, Illumination**
 Applicant: **BEND MPO** Status: **PROJECT FUNDED THROUGH FINAL PLANS**

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
18.80 to 18.80	0.00	US-20	MCKENZIE-BEND	CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025					
Total		\$250,000.00					\$250,000.00
Fund 1		Z001 \$225,000.00					
Match		\$25,000.00					

Transit Projects: Central Oregon Intergovernmental Council (COIC) / Cascades East Transit (CET)

Key: 22051

Description: **Urbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.** Region: 4
 MPO: **Bend MPO** Work Type: **Transit**
 Applicant: **ODOT TRANSIT SECTION** Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$509,721.39	\$509,721.39
Fund 1						Z240 \$457,373.00	
Match						\$52,348.39	

Name: **Enhanced Mobility Program - COIC FFY24** Key: **21987**

Description **Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.** Region: 4

MPO: **BendMPO**

Work Type: **Transit**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$227,500.00	\$227,500.00
Fund 1						5310 \$182,000.00	
Match						\$45,500.00	

Name: **Bend Transit operations capital 2023 (5307)** Key: **22395**

Description **Operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services for federal fiscal year 2023.** Region: 4

MPO: **Bend MPO**

Work Type: **Transit**

Applicant: **COIC**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,176,578.00	\$2,176,578.00
Fund 1						5307 \$1,271,132.00	
Match						\$905,446.00	

Name: **Enhanced Mobility Program (5310) - Deschutes County FY25** Key: **22955**

Description **Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.** Region: 4

MPO: **BendMPO**

Work Type: **Transit**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$302,871.00	\$302,871.00
Fund 1						5310 \$242,297.00	
Match						\$60,574.00	

Name: **Bend Transit operations capital 2024 (5307)** Key: **22998**

Description **Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2024.** Region: 4

MPO: **Bend MPO**

Work Type: **Transit**

Applicant: **BEND MPO**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				CENTRAL OREGON ACT	DESCHUTES

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Name: **Enhanced Mobility Program (5310) - Deschutes County FY27** Key: **22979**

Description **Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.** Region: 4
 MPO: **BendMPO** Work Type: **Transit**
 Applicant: **ODOT TRANSIT SECTION** Status: **NON-CONSTRUCTION PROJECT**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				CENTRAL OREGON ACT	DESCHUTES	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$330,554.00	\$330,554.00
Fund 1						5310 \$264,443.00	
Match						\$66,111.00	

Name: **Enhanced Mobility E&D (5310) - Deschutes County FY25** Key: **23001**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: 4
 MPO: **BendMPO** Work Type: **Transit**
 Applicant: **ODOT TRANSIT SECTION** Status: **NON-CONSTRUCTION PROJECT**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				CENTRAL OREGON ACT	DESCHUTES	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$677,928.00	\$677,928.00
Fund 1						5310 \$608,305.00	
Match						\$69,623.00	

Name: **Enhanced Mobility E&D (5310) - Deschutes County FY26** Key: **23002**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: 4
 MPO: **BendMPO** Work Type: **Transit**
 Applicant: **ODOT TRANSIT SECTION** Status: **NON-CONSTRUCTION PROJECT**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				CENTRAL OREGON ACT	DESCHUTES	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$677,928.00	\$677,928.00
Fund 1						5310 \$608,305.00	
Match						\$69,623.00	

Name: **Enhanced Mobility E&D (5310) - Deschutes County FY27** Key: **23030**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: 4
 MPO: **BendMPO** Work Type: **Transit**
 Applicant: **ODOT TRANSIT SECTION** Status: **NON-CONSTRUCTION PROJECT**

Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				CENTRAL OREGON ACT	DESCHUTES	

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$677,928.00	\$677,928.00
Fund 1						5310 \$608,305.00	
Match						\$69,623.00	

Name: **Bend Transit operations capital 2025 (5307)**

Key: **23006**

Description **Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2025.**

Region: **4**

MPO: **Bend MPO**

Work Type: **Transit**

Applicant: **BEND MPO**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Name: **Bend Transit operations capital 2026 (5307)**

Key: **23008**

Description **Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2026.**

Region: **4**

MPO: **Bend MPO**

Work Type: **Transit**

Applicant: **BEND MPO**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2026	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	

Name: **Bend Transit operations capital 2027 (5307)**

Key: **23010**

Description **Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2027.**

Region: **4**

MPO: **Bend MPO**

Work Type: **Transit**

Applicant: **BEND MPO**

Status: **NON-CONSTRUCTION PROJECT**

Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				CENTRAL OREGON ACT	DESCHUTES		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$3,060,904.00	\$3,060,904.00
Fund 1						5307 \$1,768,896.42	
Match						\$1,292,007.58	