
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: August 18, 2023
Time: 12:00 – 1:30 pm
Location: **Hybrid meeting**

In-Person Location: ODOT Region 4, Building M, 63055 N. Highway 97, Bend, Baney Conference Room (use the DMV entrance on Mervin Sampels Road and Bldg. M is straight ahead)

Virtual Option: <https://bendoregon.gov.zoom.us/j/84832010905?pwd=Z2dQOU40RStOVHZ5REZVVmJKbWVEQT09>

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

To join by Phone: 1-888-788-0099, Enter webinar ID: 848 3201 0905 and Event Passcode: bmpo (*The ID and password are not typically required*)

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

YouTube Option: <https://youtube.com/live/j5hmzGKN2pQ?feature=share>

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

1. **Call to Order & Introductions** **Chair Campbell**
2. **Hybrid Meeting Guidelines** **Tyler Deke**
3. **Public Comment** **Chair Campbell**

Action Items

4. **Meeting Minutes** **Chair Campbell**
Review and approve the July 21, 2023, Policy Board draft meeting minutes (draft minutes will be provided prior to the meeting).
Recommended Language for Motion: I move approval of the July 21, 2023, Policy Board draft meeting minutes as presented.

5. Bend MPO Boundary Adjustments Tyler Deke & Andrea Napoli

Background: After each Census, the Census Bureau adjusts the Urbanized Area Boundary (UZA) and Federal Aid Urban Boundary (FAUB) for every City to reflect population growth and land use changes. The state then makes any adjustments to the FAUB to incorporate local conditions. The MPO boundary must include all areas identified within the FAUB. It should also include areas that may become urbanized over the next 20 years. The Bend MPO boundary needs to be amended to include new FAUB lands identified through the 2020 Census and future growth areas identified in City of Bend planning documents. MPO staff will review the new FAUB area, potential changes to the MPO boundary and seek Policy Board approval of FAUB adjustments and MPO boundary adjustments.

Attachments: Memo (**Attachment A**) and Frequently Asked Questions (**Attachment B**)

Action Requested: Review and consider approval of proposed FAUB changes and MPO boundary changes.

Recommended Language for Motion #1: I move approval of the proposed Federal Aid Urban Boundary changes

Recommended Language for Motion #2: I move approval of the proposed changes to the Bend MPO boundary to include the revised Federal Aid Urban Boundary

Information Items

6. E-bike Discussion Chair Campbell & Staff

Background: E-bikes are a topic of interest in the community. A roundtable discussion about e-bike safety and enforcement was held in July. Chair Campbell will lead a discussion about opportunities to increase awareness around rules and safety about e-bikes and discuss steps to involve regional and statewide partners.

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

Action Requested: Discuss options and steps related to e-bike safety

7. Other Business Chair Campbell & Staff

- Safety outreach update
- Dutch Cycling Embassy debrief
- Policy Board member meeting topic requests
- The next scheduled meeting of the Policy Board is September 15 at 12 noon

8. Public Comment Chair Campbell

9. Adjournment

**Accessible Meeting/Alternate Format Notification**

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



Date: August 10, 2023
To: Bend MPO Policy Board
From: Tyler Deke, Manager and Andrea Napoli, Senior Planner
Subject: MPO Boundary Modifications

Background

The metropolitan planning area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is determined in agreement by individual Metropolitan Planning Organizations (MPOs) and the Governor.

By law, each metropolitan planning area must encompass at least the existing urbanized area (UZA) as defined by the most recent Census and adjacent areas expected to become urbanized within the next 20 years. The boundary may encompass the entire metropolitan statistical area as defined by the Census Bureau.

The Census Bureau updates UZA boundaries every 10 years following the conclusion of each Census. A UZA represents a densely developed area encompassing residential, commercial, and other urban land uses. The updated UZA data was issued in a Federal Register Notice in late 2022. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with the Oregon Department of Transportation (ODOT).

Discussion

Like most MPOs, the Bend MPO boundary currently does not cover the 2020 UZA as defined by the Census Bureau. To comply with federal regulations, the MPO boundary must include the entire defined UZA and other lands deemed appropriate by the Bend MPO. Once approved by the Policy Board, the new boundary recommendation will be forwarded to ODOT. ODOT is coordinating the Governor's approval of changes to MPO boundaries statewide.

The MPA boundary should be set to include transportation facilities and programs specific to the Bend metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. In addition to meeting federal requirements for the minimum MPO boundary, the following objectives should be considered:

- keep the MPO boundary as consistent as possible with the Bend Urban Growth Boundary (UGB);
- set the MPO boundary to encompass entire roads, not half roads;
- include the entire length of significant roadways; and
- keep the boundary as consistent as possible with established data boundaries such as census boundaries.

Proposed modifications to the existing MPO boundary around Bend include:

- adjustments to reflect changes to the Bend UGB, if any; and

- adjustments to reflect minor UZA modifications on the periphery of the Bend UGB.

After the 2010 Census, the MPO boundary was expanded along US20 to include part of Tumalo. The current UZA from the Census Bureau does not include Tumalo. The UZA now stops near the top of the grade before US20 drops toward the Deschutes River. Staff will seek input and guidance from the TAC and Policy Board regarding this change.

Public Involvement

Proposed boundary changes will be discussed at meetings of the Policy Board in July and August. Final boundary adjustments must be submitted to ODOT by September 1.

Next Steps

The Policy Board will need to adopt a boundary modification by September 1. Upon approval of the new MPO boundary by the Policy Board, staff will send the proposed boundary adjustment to ODOT. ODOT will then coordinate with the Governor's office to obtain her approval of the revised boundary.

Action Requested

Provide input and guidance to staff on proposed boundary modifications

Bend MPO Boundary Changes – Frequently Asked Questions

Definitions

What is an Urbanized Area (UZA)?

An Urbanized Area is a geographic area designated by the Census Bureau, consisting of a central area and adjacent lands that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile.

What is a Metropolitan Planning Area (MPA)?

A Metropolitan Planning Area is the geographic area in which the federal metropolitan transportation planning process must be implemented. The MPA boundary must, at a minimum, cover the urbanized area and adjacent areas likely to develop within the next twenty years. The boundary may encompass the entire metropolitan statistical area as defined by the Census Bureau.

Adjustments to Existing MPA Boundaries

How is the Federal Aid Urban Boundary (FAUB) determined?

Census data determines when an area's population is sufficient to qualify as "urban". FAUBs must include at a minimum the entire urban area defined by the Census Bureau and have a minimum population of 5,000. The census-defined boundaries can be "smoothed" to incorporate local conditions such as the UGB, terrain, and special traffic generators. Boundary locations should be selected to include logical transportation control points such as interchanges and major crossroads. Also, boundaries should include airports and seaports if they lie within a reasonable distance of the Census boundary.

Why are Federal Aid Urban Boundaries (FAUB) and Federal Functional Classifications (FFC) being updated now?

After each U.S. Decennial Census, the Federal Highway Administration (FHWA) requires states to review and update their FAUB and FFC. It takes several years for the Census Bureau to prepare the urban boundary data from the Census that is required in order to update FAUB and FFC. Urban boundary data from the 2020 Census was released in late 2022.

When are updates to the FAUB and FFC required to be completed?

FHWA is asking jurisdictions to complete adjustments to Federal Aid Urban Area Boundaries by December 29, 2023 (this means that the adjusted boundaries have been approved by ODOT and the FHWA). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. Updates to the Federal Functional Classifications should be completed and approved by ODOT and FHWA by December 29, 2025.

Is there an appeal process for federally designated urbanized areas (UZAs)?

No, there is not an appeal process for federally designated urbanized areas (UZAs). All federal literature clearly specifies that the UZA must be included in the MPA boundary. Metro (Portland) received confirmation from the Census Bureau that there is no appeal process for reducing the size of the UZA boundary – only the ability to propose outward adjustments.

Can urban area boundaries include less area than the Census-designated boundaries?

No. Federal Transportation legislation specifically requires any adjustments to urbanized area boundaries to include, at a minimum, the entire urbanized area designated by the Census Bureau.

Does the Federal Highway Administration or Federal Transit Administration need to approve boundary changes?

No. Approval of MPA boundaries by these federal agencies is not required. However, the boundary maps must be submitted to these agencies after approval by the MPO and the Governor.

Can FAUB updates be made between Census years? For example, if a UGB is updated, could an urban area request to make corresponding changes in the FAUB?

The latest information from the Census Bureau and FHWA is that it will not be possible to make changes to FAUBs until the 2030 Census data is released (this is a change from prior guidance).

Impacts to the MPO Plans, Programs, and Other Items

What determines urban/rural for federally funded projects? The MPO planning boundary, Urban Growth Boundary (UGB) or Federal Aid Urban Boundary (FAUB)?

The Federal Aid Urban Boundary. Roadways inside the FAUB have urban classifications while those outside the FAUB have rural classifications.

What are the impacts to the Metropolitan Transportation Plan (MTP)?

An expanded boundary will have minimal impacts to the Plan. For the next Plan update, member agencies may request projects be included for the newly designated planning areas. Those projects will need to fit within the long-range financial forecast.

What are the impacts to the Metropolitan Transportation Improvement Program (MTIP)?

An expanded boundary will have minimal impacts to the MTIP. Projects located within the boundary are eligible for federal transportation funding distributed through the MPO. Any regionally significant project or projects receiving ODOT administered funding or federal transit funding must be included in the MTIP if they are located within the boundary.

What are the impacts to the annual unified planning work program (UPWP)?

An expanded boundary will have minimal impacts to the work program. The description of planning activities that are funded will need to include projects within the new boundary areas. Any needed updates to the work program planning descriptions can be added to the 2023-2025 UPWP.

Do MPA boundary changes impact Roadway Functional Classifications?

The impact on transportation facilities in rural areas (within the boundary) is expected to be minimal. Even though the federal functional classification of a transportation facility may change due to the boundary, it does not change state requirements and limitations. Once adjustments to the boundary are adopted, roadways that are impacted by the new boundary may need to be functionally reclassified.

Do boundary changes impact distribution of federal funds?

Federal funds are distributed within Oregon to large urban areas, small urban areas, counties, and small cities, in proportion to their relative share of the total population and other factors. Available federal funds could be utilized for transportation plans, programs, or projects within the expanded areas.

What is the impact on rural lands that are now included within the MPA boundary?

There will be no impact. The MPO does not have land use authority. The authority to implement land use planning functions resides with the local governing agency (City or County) in coordination with the State, and is not impacted by the federal MPA boundary.

What are the practical impacts to the areas being added to the boundary?

There are no practical impacts. The new areas will be included in the MPO transportation plan. Any state or federally funded projects in the new areas will need to be included in the Metropolitan Transportation Improvement Program (the MPO version of a capital improvement program). MPO funding could be utilized for transportation plans or projects within the expanded areas.

Why was Tumalo added after the 2010 Census?

The Tumalo core is considered a “noncontiguous qualifying territory” and an “area of high population density.” To meet these criteria, the area must have 500 persons per square mile (about 0.8 persons per acre). The federal rules include a provision for “inclusion of noncontiguous territory via hops and jumps.” Tumalo was added via the “jump” provision.