

Agenda



BMPO Technical Advisory Committee

June 5, 2024

Hybrid Meeting

Location

Board Room, Bend City Hall (externally accessible from SW corner of City Hall)
710 NW Wall, Bend, Oregon

Zoom webinar link: <https://bendoregon-gov.zoom.us/j/82250221002?pwd=c2JHMCsxQkUvdWdyM2QrdGpiS045UT09>

Webinar ID: 822 5022 1002

Passcode: bendmpo

Phone: 1-888-788-0099

YouTube livestream: <https://youtube.com/live/W-RKWnbOWhE?feature=share>

10:00 a.m. Technical Advisory Committee Meeting

Start Time	Item	Information	Presenters
10:00	1. Call to Order & Introductions		Tyler Deke
10:03	2. Hybrid Meeting Guidelines		Tyler Deke
10:05	3. Public Comment		Tyler Deke
10:07	4. Meeting Summary	<u>Attachments</u> Attachment A: May 1, 2024, Technical Advisory Committee draft meeting summary	Tyler Deke

		<p><u>Action Requested</u> Review and approve the May 1, 2024, TAC meeting summary.</p> <p>Recommended Language for motion: <i>I move approval of the May 1, 2024, Technical Advisory Committee draft meeting summary as presented.</i></p>	
10:10	5. MTP Update: Draft Financially Constrained Project List	<p><u>Background</u> DKS staff will review and provide updates on the following items:</p> <ol style="list-style-type: none"> 1) Project Status Review 2) Review draft Financially Constrained Project List and Prioritization memo 3) Next steps <p><u>Attachments</u> Attachment B: Draft Financially Constrained Project List & Prioritization Memo</p> <p><u>Action Requested</u> Review and provide input on draft Financially Constrained Project List & Prioritization memo</p>	Aaron Berger, DKS Associates
11:10	6. STBG Funding Update	<p><u>Background</u> Staff will provide an overview of recent changes to the MPO's STBG funding and the current status.</p> <p><u>Attachments</u> Attachment C: STBG Funding Update Memo</p> <p><u>Action Requested</u> None. Information item.</p>	Andrea Napoli
11:30	7. Member & Guest Roundtable	Time for TAC members to provide updates on current projects and planning efforts.	TAC Members
11:35	8. Public Comment		Tyler Deke
11:37	9. Next TAC Meeting	The next meeting of the BMPO TAC is scheduled for July 3, 2024, at 10:00 a.m.	Tyler Deke
11:40	10. Adjourn		Tyler Deke



Accommodation Information for People with Disabilities

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BMPO Bend Metropolitan
Planning Organization

Meeting Summary

BMPO Technical Advisory Committee

Location: Council Chambers, Bend City Hall
710 NW Wall, Bend, Oregon

Date: May 1, 2024

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

TAC Voting Members

Sharon Smith, Bend-La Pine Schools (BLS)
Henry Stroud, Bend Park and Recreation District (BPRD)
Eric Lint, Cascades East Transit (CET)
Greg Bryant, Citizen
James Dorofi, Citizen
Brian Potwin, Commute Options
Tarik Rawlings, Deschutes County
Dave Thomson, Deschutes County Bike and Pedestrian Advisory Committee (BPAC)
Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4

TAC Non-Voting Members

Angie Brewer, Oregon Department of Land Conservation & Development (DLCD)
Tyler Deke, BMPO Manager

BMPO Staff and Other Attendees

Kelli Kennedy, BMPO Staff
Susanna Julber, City of Bend
Don Morehouse, ODOT

Agenda Items

1. Call to Order and Introductions

Mr. Deke called the regular meeting to order at 10:01 a.m., with a quorum established.

2. Hybrid Meeting Guidelines

Mr. Deke reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Summary

Materials referenced: April 3, 2024, TAC draft meeting summary (Attachment A)

Motion 1: Eric Lint moved to approve the April 3, 2024, Technical Advisory Committee draft meeting summary as presented. Tarik Rawlings seconded the motion which passed unanimously.

5. Federal COVID Funding

Materials referenced: COVID funding summary and timeline (Attachment B)

Mr. Deke provided background on the \$1.5 million federal COVID funding that the MPO received, of which the remaining \$291,000 needed to be allocated by September 2024, addressing the potential uses of the fund balance as discussed by the Board in April.

The TAC discussed ideas for the funding to be taken back to the Board for a broader discussion, suggesting the mobility hubs CET was working on, CET side projects in the works like Troy Field mobility hub and rebuilding Hawthorne Station, accessibility seating at bus stops throughout the region, CET's bus stop improvement project, and bike/ped safety accessibility projects that did not have other funding sources.

Mr. Rawlings planned to solicit feedback from the BPAC and the Road Department and follow up. Mr. Shonkwiler reiterated ODOT's final recommendation of anything related to transit.

Mr. Deke confirmed the MPO could do a fund exchange. He would send a follow-up email to everyone later today and allow a couple of weeks to gather additional information before the TAC members got back to Staff.

6. MTIP Amendments Review

Materials referenced: 2024-27 MTIP Project List (Attachment C) and 2024-27 MTIP Amendment Log (Attachment D)

Ms. Kennedy presented an update via PowerPoint on the status of the Metropolitan Transportation Improvement Program (MTIP) amendments. Key highlights included the amendments review, the 2024-2027 MTIP background, the number of projects, charts showing a summary of the funding amounts for the projects by agency and how they have changed from the time of adoption to the present, the two different types of amendments: full and administrative, the amendments process since adoption, and public involvement and the comment process.

7. 2023-2025 MPO Work Program Mid-Cycle Amendments

Materials referenced: None. The UPWP Mid-cycle Amendment is available online at <http://www.bendoregon.gov/mpobudget>.

Mr. Deke presented via PowerPoint an update on the Unified Planning Work Program (UPWP), the federally required document identifying all the work the MPO would do in the coming fiscal year, highlighting the current status of the mid-cycle update and noting the big change this year was that the MPO now received all the state highway funds into its budget and would administer them to the recipients resulting in the creation of the State Highway Fund Program which added about \$1.5 million into the annual budget.

He addressed the MPO's priorities for entering into Fiscal Year 2025, noting the highest was getting the Metropolitan Transportation Plan completed which was due in September and highlighting the significant plan and budget changes. The Board adopted the amendments at its last meeting.

He noted the federal Safe Streets and Roads for All grant funding that would result in Safety Action Plans for all of Central Oregon would present opportunities to collaborate.

8. US97/Baker Road Interchange Area Management Plan (IAMP)

Materials referenced: None. Project information and documents are posted on the following site: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97BakerRd>.

Don Morehouse, ODOT Region 4, presented via PowerPoint a status update on the Baker Road IAMP, highlighting what was done and what work remained and reviewing the draft IAMP and the alternatives that came out of it. He addressed Alternative 1 which was the preferred option and would enhance existing ramp terminals; it was the least expensive alternative at \$14.1 million. Alternative 2 was the tight urban diamond interchange. Alternative 3 was widely supported but cost-prohibitive: southbound on- and off-ramp flyovers with roundabout (flyover interchange).

Questions from the Committee were addressed as follows:

- Phase 2 would be expensive due to the widening and the cost of the roundabout on the east side and the actual bridge over Highway 97.
- The original cost estimates were originally from about 3.5 years ago.
- There would be no improvement to the actual bridge deck over 97 in Phase 1 of Alternative 1, but the work would include active transportation improvements on the bridge.
- The feasibility study showed the pathway on the east side was more cost effective and preferred by the public, but ODOT's land use case was being reviewed by the Land Use Board of Appeals (LUBA) which could potentially result in pursuing the less ideal west side.

Mr. Morehouse continued his presentation which detailed active transportation improvements and the access management plan and its key principles and methodology which did not receive comments when emailed to property owners in November. He also reviewed other management strategies such as speed reduction along Baker and Knott Roads post-improvements and implementation of the plan starting with Deschutes County adopting the IAMP as a legislative amendment to the Comprehensive Plan.

Mr. Deke elaborated on the work to narrow the projects in the Bend MTP's updated project description; Phase 1 may be included in the financially constrained plan and would definitely be in the unfunded list.

Tarik clarified the Comprehensive Plan was still being updated, so he could not speak to whether the IAMP would make its way in until the update was completed.

Further questions from the Committee were addressed clarifying ODOT would not pursue Infrastructure Investment and Jobs Act (IIJA) grants for needs identified on the parkway within the MPO area and that the interchange would not have the priority of other locations. Mr. Morehouse agreed to give a shorter version of his presentation to the BPAC in June focusing on the bike/ped pieces, confirming he hoped to have the IAMP before the Oregon Transportation Commission (OTC) and adopted in July.

9. Member & Guest Roundtable

Deschutes County: Mr. Rawlings reported on the County coordinating with ODOT on the Baker IAMP project and other ODOT-related initiatives. On the MPO side, discussion continued around the boundary adjustments and interfacing with the County. The Transportation System Plan (TSP) was adopted with an effective date of June 18th. Next Wednesday would be a second reading of an ordinance that approves the new Tumalo Community Plan, the transportation components of which were ODOT-funded. If formally approved on May 8th, the Plan would be effective 90 days later. Both the Tumalo Community Plan and the TSP projects' websites with the full record would be available until effective; shortly after the County would roll out official places on the website for the plans to live. Regionally he was finishing up Redmond Airport's Master Plan update of their imaginary surfaces that had mapping implications for the County.

Bend La Pine Schools: Ms. Smith reported on the Surface Transportation Block Grant (STBG) the School District received for the conceptual design for the Juniper ADA trail from Neff Road up to Juniper School. ODOT had completed the preliminary design and survey work which had been delivered to the City's project manager hopefully to be included in the GO bond. Bend La Pine Schools were expecting the City to approve the Bend High School modernization and reconstruction five-year project which was anticipated to break ground starting with demolition this summer.

Cascade East Transit: Mr. Lint announced the Statewide Transportation Improvement Fund advisory committees would meet this month. Deschutes County would meet on the 13th; more details were available on the Central Oregon Intergovernmental Council (COIC) website for meeting dates for Jefferson, Crook, and Warm Springs. The meetings were open to the public; the committees would meet again in October to review projects and funding allocations. Hawthorne Station's external parking lots were being rebuilt; by the time of the next TAC meeting, the rear parking lot should be restructured to have a parking lot and new bus bays. The entire project would continue through September. He clarified CET's three rec services would each start on a different day because they were working with different partners. Lava Butte would start the weekend before Juneteenth (June 19th). Ride the River would start the weekend after Juneteenth; the Mountain Shuttle would start on Juneteenth.

Bend Park and Recreation District: Mr. Stroud reported on finishing striping plans for the Deschutes River Trail through the Old Mill District to discourage passing in certain locations and highlight certain corners with not great sightlines. Old Mill would start installing the striping over the next one to two months. If the trial was successful BPRD may try to implement similar things on other paved trails. With the City, BPRD hosted its first public meeting for the Riverfront Street project a couple of weeks ago; about 30-35 people attended and provided great community feedback. The project had no design alternatives at this point; the meeting was preliminary. BPRD's and the City's websites would summarize the results of the meetings. BPRD was making minor updates to its Comprehensive Plan, mostly internal changes and some changes to the trail system map to the Parks and Rec Area map. He had been meeting with County and City planning and other groups to talk about the updates which should be presented to the BPRD Board of Directors in the next couple of months. If anyone were interested in attending, he would provide dates.

City of Bend: Susanna Julber reported that last Friday the City had its first meeting with ODOT and DLCD to start looking at data sets through the recently adopted CFEC rules. Cities and counties must track their progress towards meeting statewide targets for greenhouse gas reductions much more robustly than in

the past. ODOT had retained parametrics to help get the City's data sets together over the next four or five months, establish baseline targets, and put in place a system to monitor each year and report the progress to the state.

ODOT Region 4: Mr. Shonkwiler said that he, Ms. Julber, and Janet met yesterday to talk about revamping and restarting the Revere Avenue rail crossing project in order to update the TAC and the MPO if it was interested. He knew Mr. Morehouse was plugging away on the US 20 facility plan. Final alternatives were being explored with the US 20 project right now.

Deschutes County BPAC: Mr. Thomson stated BPAC was likely to have one to three openings as of the end of June and if anybody knew anyone interested in serving on the committee, they should reach out to him.

ODOT: Mr. Morehouse noted ODOT was getting close to the end of the Highway 20 plan.

Commute Options: Mr. Potwin announced Commute Options' May Walk and Roll Challenge. Other May events for the organization would include an e-bike panel at Deschutes Brewery in Downtown Bend tomorrow; Portland lawyer Chris Thomas would speak about the new laws going into effect. Mr. Stroud would also be there.

10. Public Comment

None.

11. Next TAC Meeting

Mr. Deke announced the next TAC meeting would be held June 5, 2024, at 10:00 am.

12. Adjournment

Mr. Deke adjourned the meeting at 11:14 a.m.



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MTP FINANCIALLY CONSTRAINED PROJECT LIST AND PRIORITIZATION MEMORANDUM

DATE: May 30, 2024

TO: Aaron Berger, PE | DKS Associates

Kayla Fleskes, PE | DKS Associates

FROM: Tyler Deke | Bend MPO

Andrea Napoli | Bend MPO

SUBJECT: Bend MTP Update

Project #24068-000

This memorandum summarizes the process used to compile and prioritize the Financially Constrained Project List. The memorandum first focuses on the process used to select the Financially Constrained portions of the MTP Project and summarizes the performance of these projects. The memorandum then outlines the project prioritization process and outcome, separating the Financially Constrained Project List into Near, Medium, and Long-Term projections.

FINANCIALLY CONSTRAINED PROJECT LIST

This section includes:

- Funding Summary – Revenue forecast process and outcomes
- MTP Financially Constrained Project List and Selection Process – The list of projects included on the MTP Financially Constrained Project List and the selection process used to develop the list

FUNDING PROJECTION SUMMARY

The funding projections for the MPO were estimated by jurisdiction, City, County, and State/Federal. The categories of capital revenue and forecasts methodology for each jurisdiction are summarized as follows:

- **City**
 - Transportation System Development Charges (TSDC) – TSDC average annual revenue and population growth rate
 - Franchise Fees – City budget and population growth
 - Go Bonds – City finance staff input
 - Traffic Impact Fee (TIF)/Urban Renewal – Urban Renewal plan and City staff input
 - Private Contributions, Other – City staff input
 - Surface Transportation Block Grant (STBG) allocations (State funding allocated to the City) – ODOT Long-Range Revenue Tables; estimated City share

- **County – Funding methodology based on proportion County TSP projects within the MPO boundary**
 - County SDCs
 - Secure Rural Schools (SRS), Payment in Lieu of Taxes (PILT), Federal Lands Access Program (FLAP) to County (State and Federal funding sources)
 - SHF County allocation (State funding source)
 - STBG allocation to County (State funding source)
- **State**
 - State funding programs (State Highway Fund, etc.) – Historical averages
 - Federal funding programs (National Highway Performance Program, Highway Safety Improvement Program, etc.) – Historical averages
 - Major project grants, earmarks, etc. – Known project + estimated future based on historical awards and trends

Note that the City of Bend recently passed a Transportation Utility Fee update, effective July 1, 2024, that will provide most of the City’s Operations and Maintenance funds for the next 20 years. As this funding source is not focused on capital improvements it is not included in this memorandum, although portions of this funding could conceivably be used to support walking and biking system infill projects.

In addition, the capital funding sources were separated into the following three usages categories:

- Flexible – No specific eligibility limitations, use determined by agency
- Limited – Eligibility limited by law
- Committed – Project list is set and cannot vary

Summarizes the capital funding sources by usage, eligibility, and estimated revenue.

TABLE 1: FUNDING SOURCE USAGE, ELIGIBILITY, AND AMOUNT

JURISDICTION	FUNDING SOURCE	USAGE	ELIGIBILITY	20-YEAR REVENUE
CITY	TSDC	Limited	SDC project list	\$200.5 M
	Franchise Fees	Flexible	City allocates	\$56.1 M
	GO Bonds	Committed	Must be used on bond project list	\$190 M
	TIF/Urban Renewal	Limited	TIF project list	\$56.5 M
	Private Contributions	Limited	Associated with specific development impacts	\$4.2 M
	SHF City allocation	Flexible	City allocates	

JURISIDICICTION	FUNDING SOURCE	USAGE	ELIGIBILITY	20-YEAR REVENUE
	MPO STBG/SHF allocation to City	Flexible	MPO allocates	\$6.0 M
COUNTY	County SDCs	Limited	SDC project list	
	SHF County allocations	Flexible	County allocates	
	MPO STBG/SHF allocations to County	Flexible	MPO allocates	\$20.1 M
	SRS, PILT, FLAP	Flexible	County allocates	
STATE (ODOT) & FEDERAL	State Funding programs	Flexible	OTC allocates	\$6.1 M
	Federal funding programs	Limited	Eligibility varies by program	\$50.9 M
	Major project grants, earmarks, etc.	Limited	Project-specific once secured, eligibility varies	\$62.2 M
TOTAL REVENUE FORECAST (2025-2045)				<u>\$654.5 M</u>

MTP FINANCIALLY CONSTRAINED PROJECT LIST AND SELECTION PROCESS

The full MTP Financially Constrained Project List is mapped and summarized in attachments to this memorandum as follows:

- **Attachment A – Financially Constrained Active Transportation**
 - ***Financially Constrained Active Transportation Connectivity Projects***
 - ***Financially Constrained Active Transportation Corridor Enhancement Projects***
- **Attachment B – Financially Constrained Transit Projects**
 - ***Financially Constrained Transit Connectivity Projects***
 - ***Financially Constrained Transit Corridor Enhancement Projects***
- **Attachment C – Financially Constrained Motor Vehicle Projects**
 - ***Financially Constrained Motor Vehicle Connectivity Projects***
 - ***Financially Constrained Motor Vehicle Enhancement Projects***
- **Attachment D – Financially Constrained Intersection Projects**
- **Attachment E – Financially Constrained Technology Projects**
- **Attachment F – Financially Constrained Studies**
- **Attachment G – Financially Constrained Plans and Programs**

The selection of projects to the MTP Financially Constrained list followed a simple process for each jurisdiction.

CITY OF BEND

All projects from the Bend GO Bond list were included in the Financially Constrained Project List, as the GO Bond is a committed funding source. To achieve the estimated level of TSDC funding project for the City of Bend through the year 2045, all projects from the City of Bend TSDC list classified as Near-Term and Mid-Term were added to the Financially Constrained List. Note that these projects are not all 100% funded by TSDCs, and these are anticipated to be covered by both flexible City funds (Franchise Fees, etc), limited funds such as Urban Renewal (for projects within designated urban renewal areas), and ODOT funds (for projects on ODOT facilities). In addition, all TSDC Expansion Area Projects were added to the MTP Financially Constrained List. These projects are funded through a combination of TSDC and developer exactions and would be constructed by 2045 if the housing and employment growth projects included in this MTP update are realized. To achieve the remainder of the anticipated TSDC threshold, four Long-Term TSDC projects with the highest TSDC percentages (96-100%) were added to the list:

- **C-51** – Britta Street Extension (south section)
- **2** – Pettigrew Road rural upgrade from Bear Creek Rd to Reed Market Rd
- **C-63** – China Hat Road/Knott Road Intersection Improvement
- **14-35** – Bike and pedestrian sidewalk and/or bike lane infill projects (Long-Term)

All other Expansion Area projects (non TSDC) were added to the MTP Financially Constrained Project list. These projects would be needed to support the forecasted 2045 growth and would be funded/constructed by developers.

All CET capital projects were added to the MTP Financially Constrained Project List, based on the community and local plan priorities.

The remaining estimated revenue was then assigned to the following project:

- **C-7** – Colorado Avenue/US 97 northbound ramp intersection safety and capacity improvements

This particular project addressed a current safety need and aligns with community priorities.

DESCHUTES COUNTY

All projects from the Deschutes County TSP project list were added to the MTP Financially Constrained Project List, as the total cost of these projects aligned with the projected County revenue apportioned to the Bend MPO region.

ODOT

The GO Bond and TSDC project list include multiple projects on ODOT facilities, including the bulk of the projects recommended in the US 97 Parkway Plan. In addition, all projects from the ODOT STIP were included as “Committed” projects. In addition, programs from the Deschutes County ITS plan with a defined capital cost were also added to the MTP Financially Constrained Project List.

MPO

All studies either recommended in the Bend TSP, the US 97 Parkway Plan, or through the planning process for this MTP update were added to the MTP Financially Constrained Project List.

PROJECT PRIORITIZATION

This section includes the project prioritization methodology and the prioritized MTP Financially Constrained Project List.

PRIORITIZATION METHODOLOGY

The project prioritization methodology combined funding timing projections and prior local plan prioritization outcomes to separate the MTP Financially Constrained Project List into Near, Mid, and Long-Term categories.

FUNDING TIMING SUMMARY

The project revenue sources were estimated by year, separated into the Near-Term (0-5 years), Mid-Term (5-10 years), and Long-Term (10-21 years). The total revenue projections for these categories are summarized as follows:

- Near-Term – \$274.7 M
- Mid-Term – \$133.7 M
- Long-Term – \$254.1 M

Note that these totals do not fully capture the developer exactions/development constructed projects in expansion areas throughout the MPO region.

PRIORITIZATION PROCESS

The MTP Financially Constrained Project List prioritization process followed three distinct steps. The first step involved assigning projects to timing categories based on prioritization from local plans. Projects were then re-allocated to other timing windows based first on initial prioritization, then on project type, and then on the travel demand model outputs from a Climate Friendly Areas (CFA) year 2045 land use scenario.

CFA Sensitivity Scenario

The Climate Friendly Area (CFA) Sensitivity Scenario was developed to support the prioritization of projects with the MTP Financially Constrained Project List. This scenario was intended to act as “what-if” reflection of potential changes in development patterns resulting from the new Climate Friendly rule-making implementation process currently in development across the States MPO areas. This scenario took the 2045 MPO area housing and employment projects and based on input from the City of Bend Growth Management Department, reallocated growth from expansion areas on the periphery of the city into locations likely to be designated as CFAs in the future. This re-distribution of future growth is shown in Figure 1 and Figure 2, comparing the MTP 2045 Land Use against the CFA Sensitivity Scenario.

As shown in Figure 1 and Figure 2, the re-allocated growth shifts primarily to the 3rd Street corridor, along Greenwood (US 20), and the Central Westside Areas. Growth decreases primarily in the Shevlin Park Area, OB Riley/North Triangle, Thumb, SE Area, and Stevens Ranch areas.

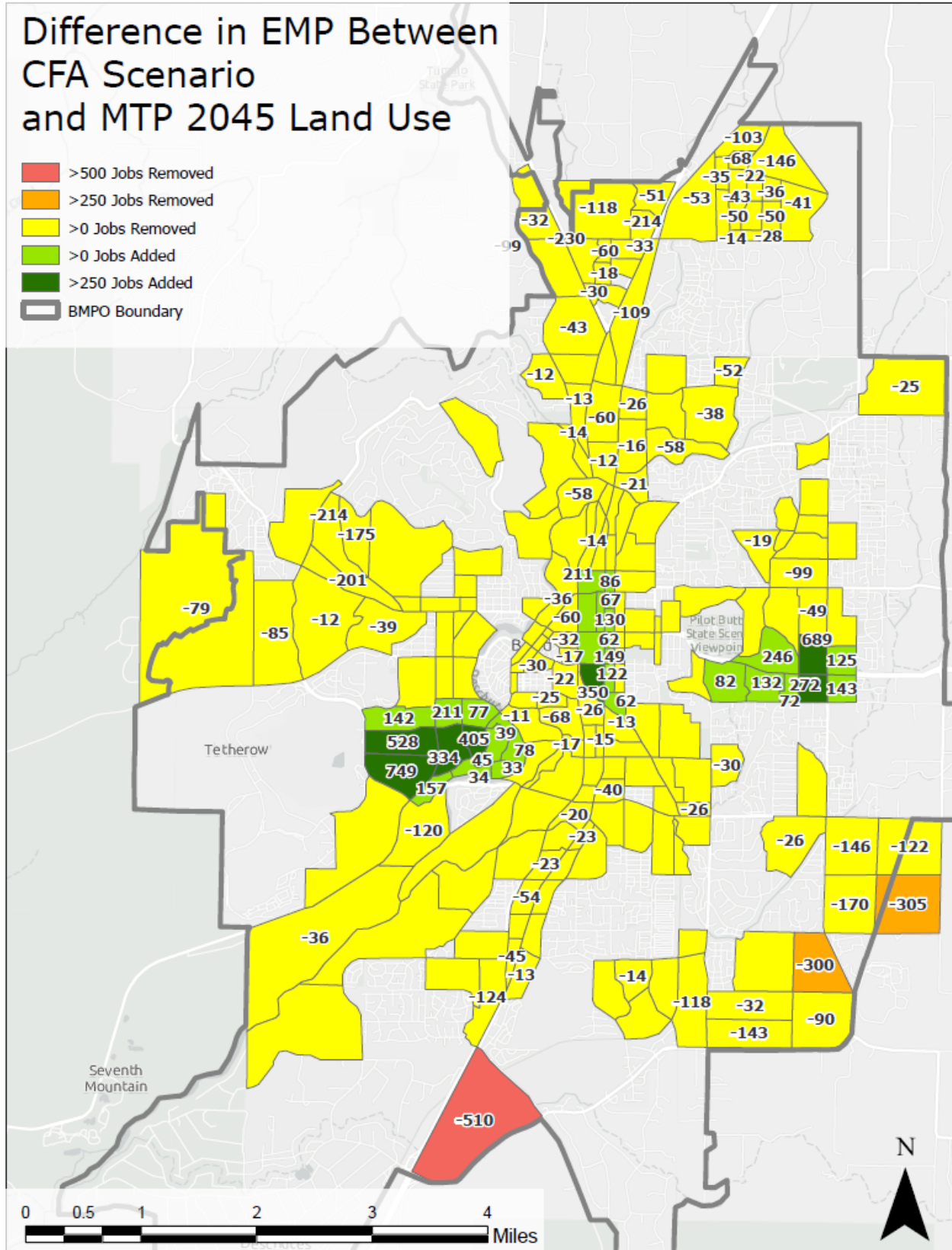


FIGURE 2. CHANGE IN JOBS BY TAZ BETWEEN CFA SCENARIO AND MTP 2045 LAND USE

CFA Sensitivity land use scenario was then run through the Bend-Redmond Model (BRM) with the MTP Project List network, and the resulting PM peak hour volumes are compared against the MTP Project List model run in Figure 3.

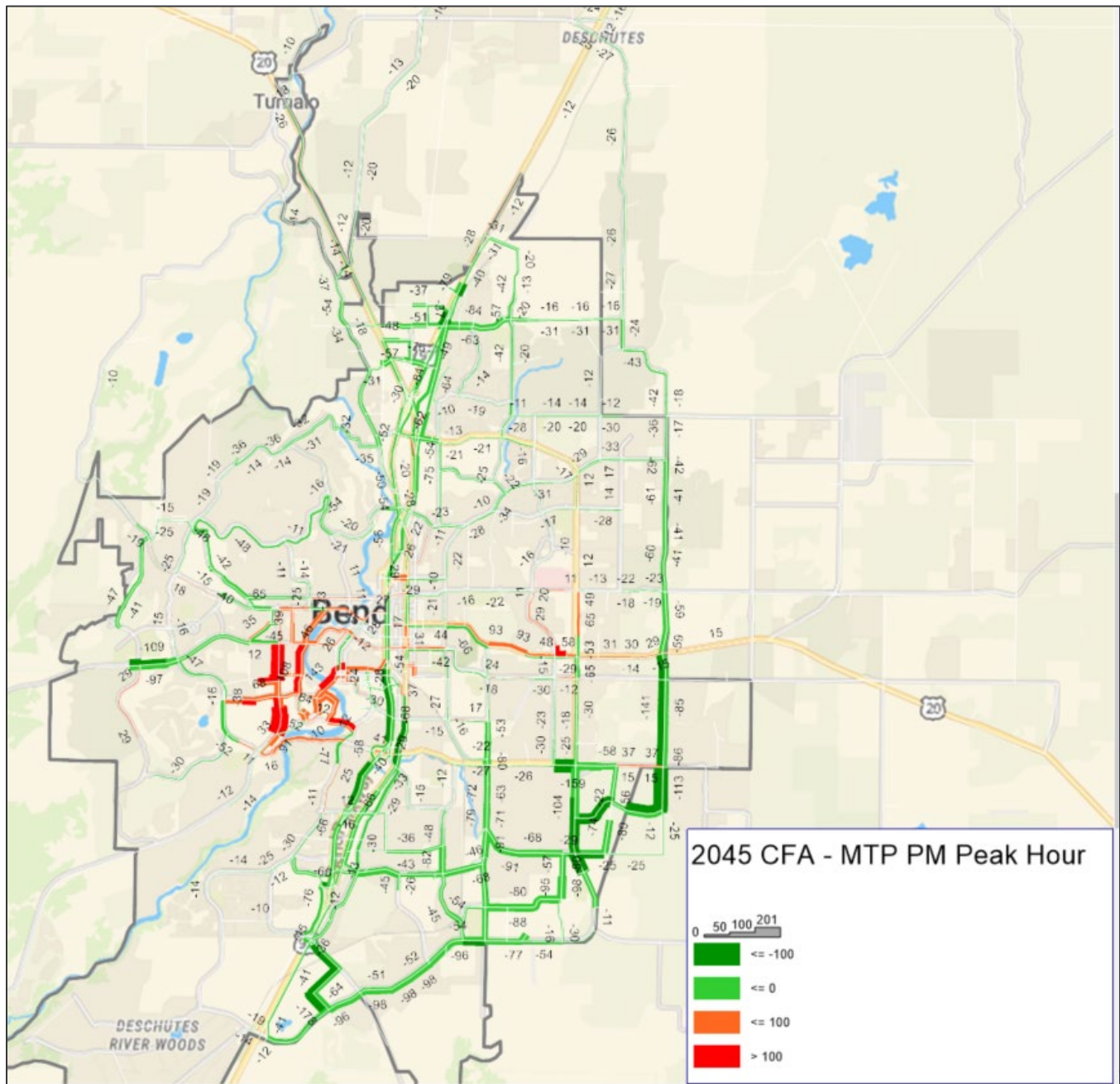


FIGURE 3. YEAR 2045 PM PEAK HOUR VOLUMES CFA SCENARIO - MTP PROJECT LIST

As shown in Figure 3, the CFA Sensitivity Scenario significantly changes traffic volumes on the following corridors:

- Increased Traffic
 - Greenwood (US 20)

- South/Central River Crossings (Reed Market, Columbia, Colorado, Newport, Portland)
- Arterials and collectors within the Central Westside
- Decreased Traffic
 - Hamby Road
 - 27th Street (with a few exceptions)
 - 15th Street
 - US 97
 - 3rd Street (with a few exceptions)
 - Cooley Road
 - Robal Road
 - OB Riley Road
 - Murphy Road
 - Knott Road
 - Collectors in the Thumb, SE Area, and Stevens Ranch Area

These results were expected and aligned with the land use reallocation into the anticipated CFAs. In addition, the CFA Sensitivity decreased VMT per capita over the MTP Project List Scenario by 5%, and increased transit mode share by 18%, walking by 10%, and biking by 4%.

PRIORITIZED PROJECT LIST

This section summarizes the prioritization of the MTP Financially Constrained Project List by timing category: Near-Term (0-5 years), Mid-Term (5-10 years), and Long-Term (10-21 years)

NEAR-TERM PROJECT LIST (0-5 YEARS)

The Near-Term Projects include all GO Bond projects either currently under design, or classified as Short/ Near-Term in the Bend TSP with the following exceptions:

- **C-18** - US 97 northbound on ramp and southbound off ramp at Murphy Road: This project is not yet on the ODOT STIP and was therefore determined to be likely to shift to the Mid-Term timeframe for construction
- **M-2** - Parrell Road Urban Upgrade from China Hat Road to Brosterhouse Road: This project is not yet under design, and with the no development imminent in the “Thumb” area was determined to be more likely to be constructed in the Mid-Term timeframe
- **RMRP3** - Reed Market Road/ US 97 Southbound Ramps: This project was identified as a Long-Term need in the Reed Market Refinement Study and was therefore pushed out to Mid-Term to better align the need with the Bond funding timing

The Near-Term list also included all TSDC Near-Term projects with the exception of project **C4i** – Active Transportation Improvements at the US 97 Murphy Road Crossing. This project overlaps with project **C-18**, which is included as a Mid-Term project, and is not yet on the ODOT STIP.

The following studies were included in the Near-Term List:

- **C-4** – Study for River Crossings: Added based on the needs identified on the Deschutes River bridges in the 2045 MTP Project List, which indicated continued growing congestion. The CFA Sensitivity Scenario showed further potential traffic increases on the bridges as well.
- **M4** – Colorado Avenue Improvement to SB Ramp Intersection Study: Identified existing need without a defined project
- **New-1** – Z Study: Need identified by the MTP TAC
- **New-2** – Key Route Conceptual Design Study: Need identified through the public outreach from the Key Routes projects and verified during the MTP public outreach
- **New-3** – Program Funding Plan: Need identified by MPO TAC and Policy Board
- **New-4** – Deschutes River Woods South Interchange Study: Need identified by MPO TAC

The Near-Term list also includes all Deschutes County TSP projects within the MPO classified as Near-Term, all projects from the ODOT STIP, and all projects from the CET Master Plan classified as either short/Mid-Term or with target implantation dates in 2024.

The full breakdown of the Short-Term projects within the MTP Financially Constrained Project List is outlined in the tables and figures in Attachments A through G.

MEDIUM-TERM PROJECT LIST (5-10 YEARS)

The Mid-Term project list includes the remaining GO Bond projects not included in the Near-Term list. The Mid-Term list also includes the following five TSDC Mid-Term projects:

- **14-35** - Bike and pedestrian sidewalk and/or bike lane infill projects (50% assumed Mid-Term, 50% assumed Long-Term): Partially included in the Mid-Term list due to priority based on bicycle and pedestrian infrastructure by the community during the MTP public outreach
- **US20.4** - US 20/ NE 27th Widening and Turn Lane Addition: This location has existing needs and showed increased traffic in the CFA Sensitivity Scenario
- **C-24** - Sizemore Street extension: The CFA Sensitivity showed increased traffic in this area
- **C-36** - 3rd Street/Franklin Avenue signal modification: The CFA Sensitivity showed increased traffic at this intersection, heightening the need for improved safety for all modes
- **C4g** - Active transportation crossing improvements: Canal/Garfield undercrossing: Bike-ped focused project that aligns with community priorities

The Mid-Term list also includes all Deschutes County TSP projects within the MPO classified as Mid-Term.

The full breakdown of the Mid-Term projects within the MTP Financially Constrained Project List is outlined in the tables and figures in Attachments A through G.

LONG-TERM PROJECT LIST (10-21 YEARS)

The Long-Term project list includes all the remaining non-Expansion Area projects from the MTP Financially Constrained Project List. The full breakdown of the Long-Term projects within the MTP Financially Constrained Project List is outlined in the tables and figures in Attachments A through G.

DEVELOPMENT DRIVEN PROJECT LIST

The Development Driven Project list includes all TSDC Expansion and Bend TSP Expansion Area Projects as these projects were all assumed to be needed to serve the projected 2045 housing and employment growth with the MPO. The full breakdown of the Development Driven projects within the MTP Financially Constrained Project List is outlined in the tables and figures in Attachments A through G.

ATTACHMENTS

CONTENTS

ATTACHMENT A: FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION PROJECTS

ATTACHMENT B: FINANCIALLY CONSTRAINED TRANSIT PROJECTS

ATTACHMENT C: FINANCIALLY CONSTRAINED MOTOR VEHICLE PROJECTS

ATTACHMENT D: FINANCIALLY CONSTRAINED INTERSECTION PROJECTS

ATTACHMENT E: FINANCIALLY CONSTRAINED TECHNOLOGY PROJECTS

ATTACHMENT F: FINANCIALLY CONSTRAINED STUDIES

ATTACHMENT G: FINANCIALLY CONSTRAINED PLANS AND PROGRAMS

ATTACHMENT A: FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION PROJECTS

TABLE 2: FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION CONNECTIVITY PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE¹	MTP PRIORITIZATION
NEW	Bicycle Greenways Project	\$2,343,000	
M-12	Olney Avenue protected bicycle lanes and Parkway undercrossing	\$2,116,000	
M-9A	Midtown Bicycle & Pedestrian Crossings: Franklin Avenue Underpass Shared Use Path	\$6,974,000	
M-9C	Midtown Bicycle & Pedestrian Crossings: Greenwood Undercrossing Sidewalk Widening Shared Use Path	\$3,055,000	Near-Term (0-5 Years)
R2-A	NW Franklin Ave: Harriman Ave to RR undercrossing	\$205,000	
20714	US 97: Multi-Use Trail (Baker Rd - Lava Butte)	\$5,977,000	
23494	Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend)	\$30,150,000	
BP-1	7th Street (Tumalo) Sidewalks	\$325,000	
BP-2	4th Street (Tumalo) Sidewalks	\$325,000	
BP-3	2nd/Cook Sidewalks (SRTS-Tumalo)	\$1,841,000	Mid-Term (5-10 Years)
BP-6	5th Street (Tumalo) Sidewalks	\$541,000	
BP-10	8th Street (Tumalo) Sidewalks	\$433,000	Long-Term (10+ years)

1. All costs are in 2023 dollars. Costs from prior plan years were adjusted to 2023 dollars.

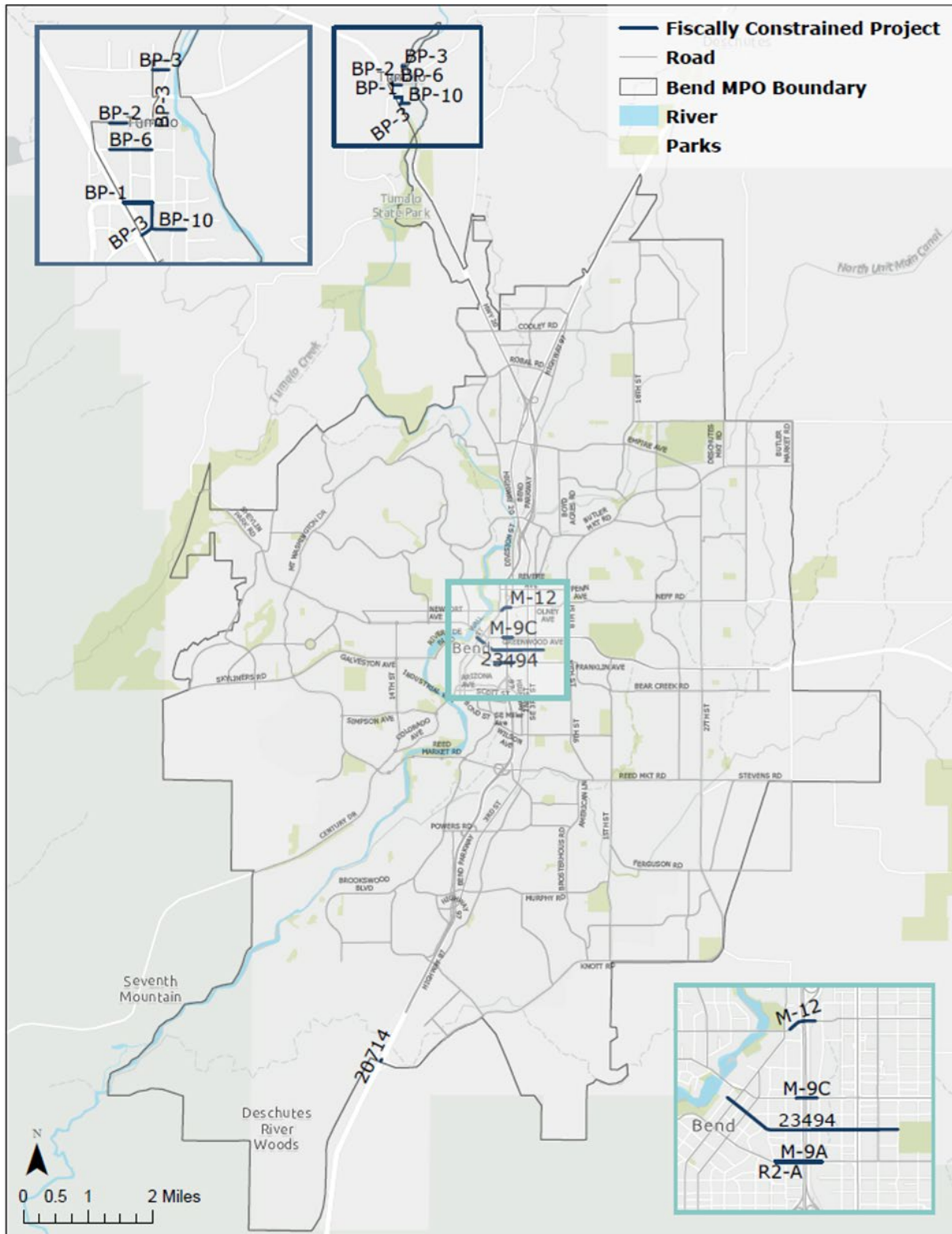


FIGURE 4. 2045 REFINED PROJECT LIST ACTIVE TRANSPORTATION CONNECTIVITY PROJECTS

TABLE 3: FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION CORRIDOR ENHANCEMENT PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION
R2-E	Bear Creek Rd: Cessna Ave to east UGB	\$3,139,000	
M-17	Olney Avenue Railroad Crossing Improvements	\$604,000	
NEW	Neighborhood Street Safety Program	\$8,000,000	
NEW	Portland Avenue Corridor Improvements (interim)	\$3,500,000	
3	Chase Road rural upgrade - from Purcell to Matthew Street	\$388,000	
13	Bear Creek Road Rural upgrade - Dantili Road to UGB Boundary	\$1,666,000	
14-35	Bike and pedestrian sidewalk and/or bike lane infill projects - Near Term	\$643,000	
M-1	Galveston Avenue corridor improvements	\$4,712,000	
M-10	Improve Drake Park pedestrian bridge across the Deschutes River	\$1,482,000	
M-11	Archie Briggs Road trail crossing improvement design	\$581,000	
M-14	Butler Market Road Sidewalk Improvements	\$3,745,000	
M-3	Olney Avenue/2nd Street intersection improvement	\$244,000	
M-4	Greenwood Avenue/2nd Street intersection improvement	\$244,000	
M-5	Franklin Avenue/2nd Street intersection improvement	\$244,000	
M-6	Franklin Avenue/4th Street intersection improvement	\$244,000	
M-7	Clay Avenue/3rd Street intersection improvement	\$244,000	
R12-A	Wilson Ave: 2nd Street to SE 9th Street	\$2,533,000	
R1-A	SE 9th St: Wilson Ave to Reed Market Rd	\$1,343,000	Near-Term (0-5 Years)
R1-B	SE 9th St: Wilson Ave to Glenwood Ave	\$3,000	
R1-C	NE Boyd Acres Rd: Butler Market Rd to Empire Ave	\$2,190,000	
R1-D	SE 15th Street: Reed Mkt Rd to 300' south of King Hezekiah	\$1,378,000	
R2-C	Franklin Ave: 1st St to 5th St	\$191,000	
R2-D	Bear Creek SRTS: Larkspur Trail to Coyner Trail	\$448,000	
R3-A	Norton Ave: NE 6th St to NE 12th St	\$228,000	
R3-B	Hillside Trail: Connects NE 12th to Neff Rd	\$280,000	
R3-C	Neff Rd: NE 12th to Big Sky Park	\$4,224,000	
R3-E	Olney Avenue: Wall Street to railroad	\$489,000	
R4-A	NW 15th St: Lexington Ave to Milwaukie Ave	\$128,000	
R4-B	NW 14th St: Ogden Ave to Portland Ave	\$128,000	
R5-A	Butler Market Rd: Brinson Blvd to NE 6th St	\$2,281,000	
R7-A	3rd St: Crosswalk btw RR and Wilson Ave	\$250,000	
R7-B	3rd St: Crosswalk btw RR and Franklin Ave	\$250,000	
R7-C	3rd St: Underpass	\$244,000	
R8-A	27th St: Hwy 20 to Reed Mkt Rd - Shared use path	\$5,597,000	
RMRP2	Reed Market Road/ Chamberlain Street Ped improvements	\$250,000	
C4B	Active transportation crossing improvements: Butler Market Road	\$232,000	
C4L	Active transportation crossing improvements: Robal Road	\$1,162,000	
14-35	Bike and pedestrian sidewalk and/or bike lane infill projects - Mid Term	\$27,257,000	
C4G	Active transportation crossing improvements: Canal/Garfield undercrossing	\$1,453,000	Mid-Term (5-10 Years)
M-2	Parrell Road Urban Upgrade from China Hat Road to Brosterhous Road	\$33,828,000	
C4I	Active transportation crossing improvements: Murphy Road	\$8,718,000	

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION
2	Pettigrew Road rural upgrade - from Bear Creek Rd to Reed Market Rd	\$7,737,000	
C4P	Active transportation crossing improvements: Wilson Avenue	\$1,000,000	
14-35	Bike and pedestrian sidewalk and/or bike lane infill projects - Long Term	\$21,196,000	Long-Term (10+ years)
1	Brosterhous Road Rural upgrade - from 3rd St to American Lane	\$7,261,000	
C4H	Active transportation crossing improvements: Badger/Pinebrook Overcrossing	\$8,718,000	
M-30	Cooley Road rural road upgrade from US 20 to Hunnell Road	\$4,417,000	
M-39	Stevens Road rural road upgrade from Stevens realignment to Bend UGB boundary	\$2,439,000	
M-41	China Hat Road rural road upgrade north of Knott Road	\$3,209,000	
M-29	Cooley Road rural road upgrade from O.B. Riley Road to US 20	\$1,668,000	
M-31	Hunnell Road rural road upgrade from Cooley Road to Loco Road	\$2,906,000	
M-32	Yeoman Road rural road upgrade from western terminus to Deschutes Market Road	\$3,209,000	
M-33	Deschutes Market Road rural road upgrade from Yeoman Road to canal	\$642,000	
M-34	Deschutes Market Road rural road upgrade from canal to Butler Market Road	\$513,000	Development Driven
M-36	Butler Market Road rural road upgrade from Eagle Road to Clyde Lane	\$513,000	
M-37	Butler Market Road rural road upgrade from Clyde Lane to Hamby Road	\$1,412,000	
M-38	Butler Market Road rural road upgrade from Hamby Road to Hamhook Road	\$1,412,000	
M-40	Clausen Drive rural road upgrade from Loco Road to northern terminus	\$257,000	
M-42	China Hat Road canal bridge widening	\$483,000	
M-43	Deschutes Market Road canal bridge widening	\$513,000	

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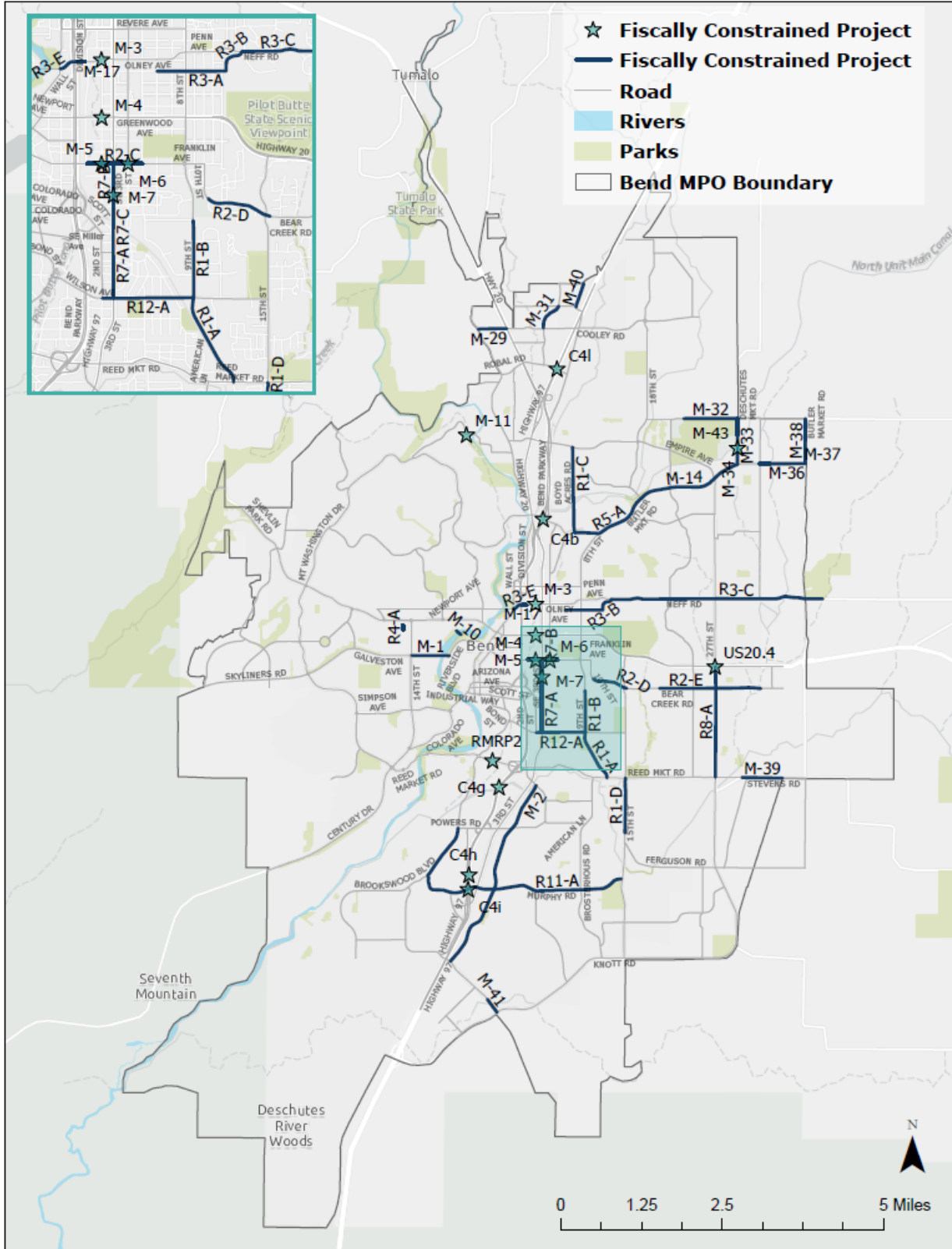


FIGURE 5. FINANCIALLY CONSTRAINED PROJECT LIST ACTIVE TRANSPORTATION CORRIDOR ENHANCEMENT PROJECTS

ATTACHMENT B: FINANCIALLY CONSTRAINED TRANSIT PROJECTS

TABLE 4: FINANCIALLY CONSTRAINED TRANSIT CONNECTIVITY PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE¹	MTP PRIORITIZATION
NEW	Enhanced Access to Transit	\$8,000,000	
MHCOC	Central Oregon Community College Mobility Hub	\$1,090,000	Near-Term (0-5 Years)
MHEB	East Bend Mobility Hub	\$1,090,000	
MH ND	North Downtown Mobility Hub	\$1,090,000	
MHOSU	OSU Cascades Mobility Hub	\$1,090,000	
MHHS	Hawthorne Station Mobility Hub	\$1,090,000	Long-Term (10+ years)
MHNB	North Bend Mobility Hub	\$1,090,000	
MHOMD	Old Mill District Mobility Hub	\$1,090,000	
MHST	South 3rd Mobility Hub	\$1,090,000	

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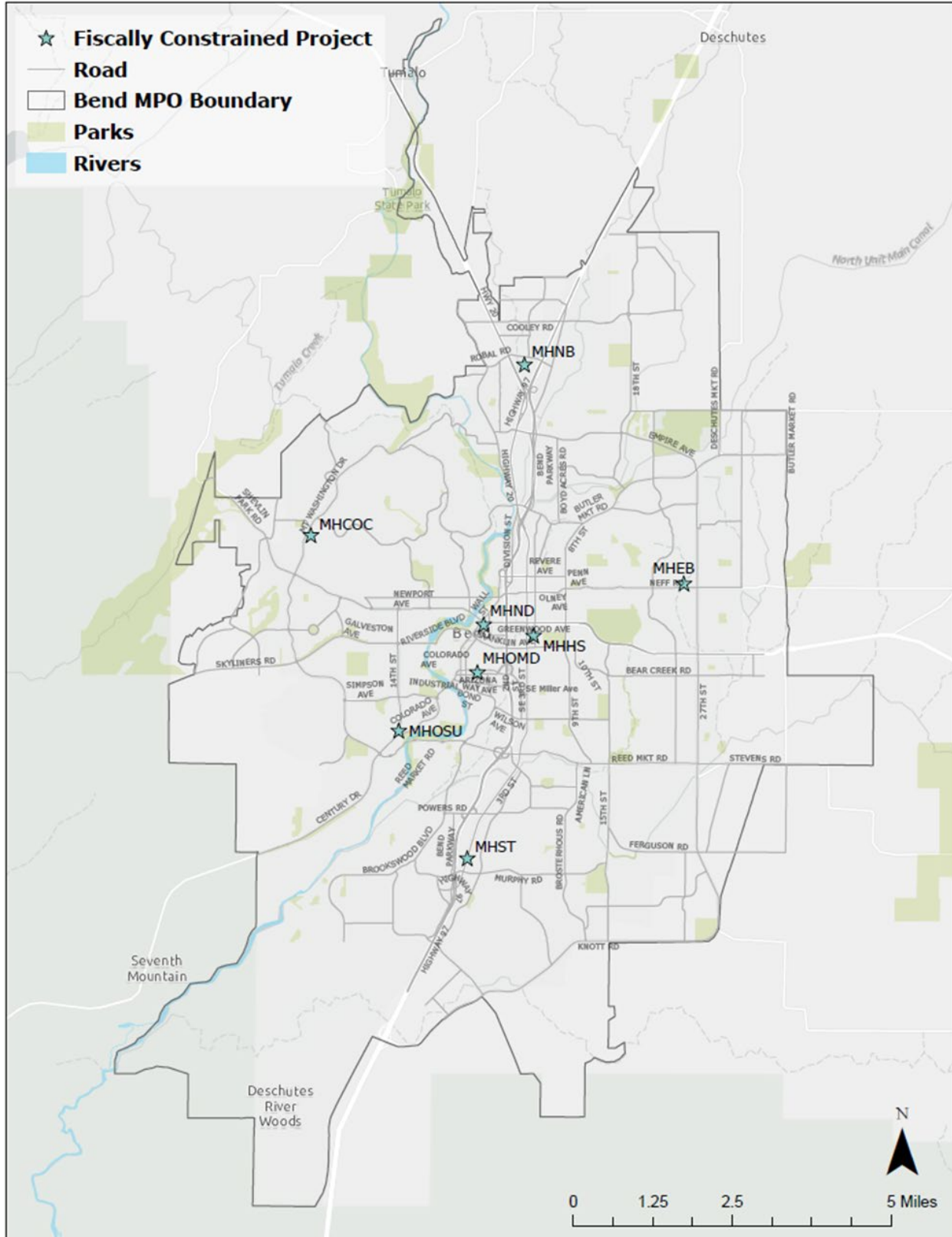


FIGURE 6. FINANCIALLY CONSTRAINED PROJECT LIST TRANSIT CONNECTIVITY PROJECTS

TABLE 5: FINANCIALLY CONSTRAINED TRANSIT SERVICE ENHANCEMENT PLAN

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE¹	MTP PRIORITIZATION
CET 7	Bend Service Enhancement Route 7	\$985,000	Near-Term (0-5 Years)
CET 11	Bend Service Enhancement Route 11	\$985,000	
CET 3	Bend Service Enhancement Route 3	\$985,000	
CET 4	Bend Service Enhancement Route 4	\$985,000	
CET 5	Bend Service Enhancement Route 5	\$985,000	
CET 6	Bend Service Enhancement Route 6	\$985,000	
CET 2	Bend Service Enhancement Plan: Route 2	\$985,000	
CET 8	Bend Service Enhancement Plan: Route 8	\$985,000	

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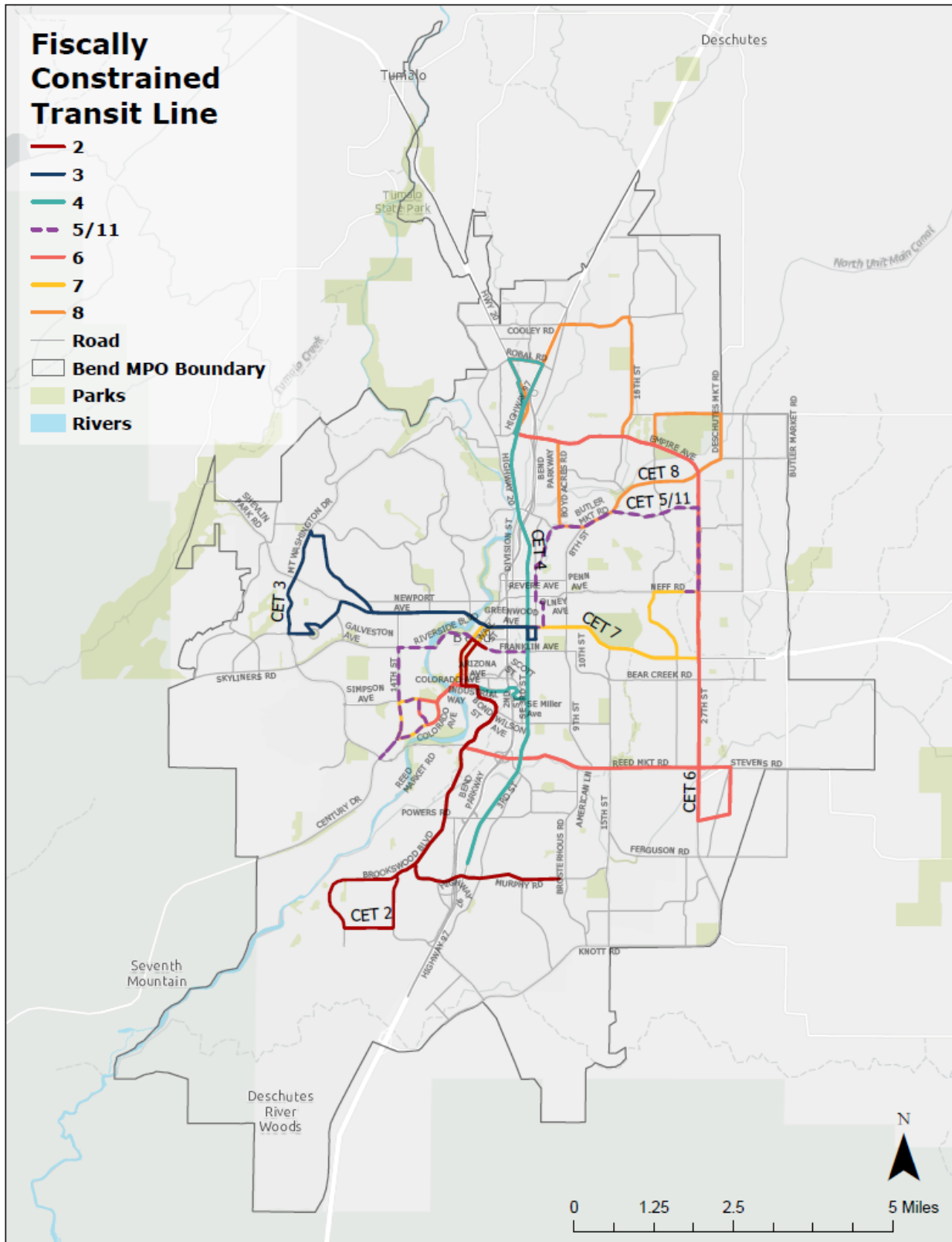


FIGURE 7. FINANCIALLY CONSTRAINED PROJECT LIST TRANSIT ROUTES

ATTACHMENT C: FINANCIALLY CONSTRAINED MOTOR VEHICLE PROJECTS

TABLE 6. FINANCIALLY CONSTRAINED MOTOR VEHICLE CONNECTIVITY PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION
C-5A	Aune Street Extension (East)	\$6,394,000	Near-Term (0-5 Years)
C-5B	Aune Street Extension (West)	\$9,881,000	
C-1	Yeoman Road extension from 18th Street to western terminus	\$6,417,000	
11	Ferguson Road - 27th Street to UGB Boundary	\$722,000	
C-24	Sisemore Street extension	\$2,790,000	Mid-Term (5-10 Years)
C-51	Britta Street extension (south section)	\$1,283,000	Long-Term (10+ years)
CC-18	Cooley Road Extension from UGB to Deschutes Market Road	\$3,140,000	
201	New collector - Skyline Ranch Road from Shelvin Park to NW Xing	\$2,779,000	Development Driven
202	Crossing Drive Extension	\$6,931,000	
C-65	Stevens Road realignment	\$56,496,000	
C-66	Hunnell Road extension	\$3,080,000	
C-69	New Road in the Elbow UGB expansion area	\$5,134,000	
C-72	New Road in the Thumb UGB expansion area	\$5,519,000	
C-73	New Road in the Thumb UGB expansion area	\$3,209,000	
C-74	Loco Road extension from Hunnell Rd to west UGB	\$6,802,000	
C-75	New Road in Triangle UGB expansion area	\$3,209,000	
C-76	Yeoman Road extension from Deschutes Market Road to Hamhook Road	\$13,990,000	
C-80	Robal Road extension from US 20 to O.B. Riley	\$3,371,000	
219	Skyline Ranch Road Shelvin UGB Expansion Area	\$3,465,000	
230	New Road Shelvin UGB Expansion	\$2,952,000	
SRMP	Extension of Wilderness Way from 27th St to east UGB	\$4,223,000	
SRMP	Eubanks Street Connections north-south collector between SE Ferguson and SE Stevens	\$5,739,000	
SEAP	New North-South Collector road between Ferguson and Knott	\$11,551,000	
SEAP	Local Framework Road between SE Caldera Drive and Knott Road	\$2,695,000	
SEAP	Extension of SE Caldera Drive between SE 15th and SE 27th	\$9,498,000	
C-78	Collector between US20 and Hunell Rd	\$4,650,000	
M-35	Butler Market Road extension - new 3 lane arterial from Eagle Road to Butler Market Road	\$893,000	
SRT	Extension of the SE Ward Road Alignment from Reed Market to Ferguson	\$12,193,000	

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TABLE 7. FINANCIALLY CONSTRAINED MOTOR VEHICLE CORRIDOR ENHANCEMENT PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION
C-6	Colorado Avenue corridor capacity improvements from Simpson Avenue to Arizona Avenue	\$24,412,000	
RMRP5	Reed Market Road/ 3rd Street protected intersection & turn lanes	\$10,300,000	
C-13	Empire Avenue widening to five lanes near US 97 interchange, widening at northbound off ramp, and install traffic signal at southbound ramp	\$11,625,000	
C-3	O.B. Riley Road Arterial Corridor sidewalk infill from Hardy Road south to Archie Briggs Road	\$3,400,000	Near-Term (0-5 Years)
22774	NE Norton Ave (Bend)	\$579,000	
20378	Archie Briggs Road (Deschutes River) Bridges	\$5,852,000	
22791	US20: (3rd Street) at Empire (Planning and Design Only)	\$250,000	
RMRP4A	Reed Market Road/ US 97 Northbound Ramps/ Division Street: Traffic Signal	\$4,000,000	
I6	SE 3rd Corridor SE Cleveland Ave to SE Davis Ave Safety	\$178,000	
C-18	US 97 northbound on ramp and southbound off ramp at Murphy Road, bridge widening and NB/SB ramp construction	\$12,835,000	
US20.4	US 20/ NE 27th Widening and Turn Lane Addition	\$800,000	
RMRP1B	Reed Market Road/ Brookwood Boulevard/ Bond Street Turn Lane Improvement	\$700,000	Mid-Term (5-10 Years)
C-44	Reed Market rail crossing implementation	\$29,062,000	
CC-5	Rickard Road Widening	\$2,491,000	
RMRP3	Reed Market Road/ US 97 Southbound Ramps	\$5,700,000	
C-41	Powers Road interchange	\$23,249,000	
C-23	18th Street arterial corridor upgrade from Cooley Road to Butler Market Road	\$9,424,000	
CC-28	Bailey Road Widen & Overlay	\$1,408,000	Long-Term (10+ years)
CC-29	Bear Creek Widen & Overlay from City limits to US 20	\$3,465,000	
CC-30	Cinder Butte Road Widen and Overlay	\$1,408,000	
BR-10	Old Deschutes Road Pilot Butte Canal Bridge Replacement	\$433,000	
C3C	Extend Revere Avenue northbound on-ramp acceleration lane	\$2,325,000	
C3D	Extend acceleration lane for Colorado Avenue northbound on-ramp	\$4,650,000	
C5	US 97 Shoulder-width improvements at strategic locations in corridor	\$6,975,000	

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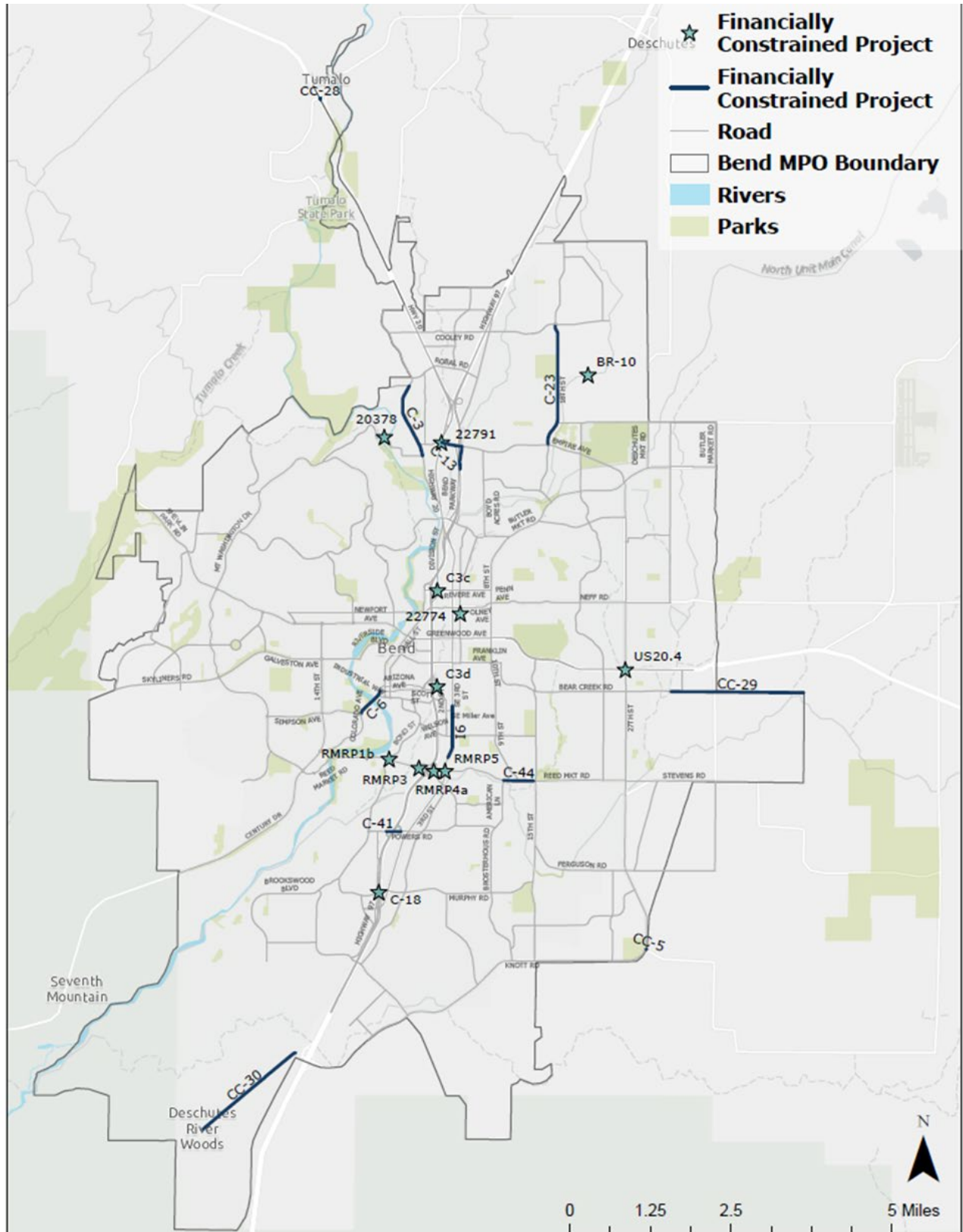


FIGURE 9. FINANCIALLY CONSTRAINED PROJECT LIST MOTOR VEHICLE CORRIDOR ENHANCEMENT PROJECTS

ATTACHMENT D: FINANCIALLY CONSTRAINED INTERSECTION PROJECTS

TABLE 8. FINANCIALLY CONSTRAINED INTERSECTION PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION	
5	27th Street and Conners intersection reconfiguration	\$4,263,000	Near-Term (0-5 Years)	
6	Brosterhous Road and Chase Road intersection reconfiguration	\$4,263,000		
7	Bond St and Industrial Way intersection reconfiguration	\$4,263,000		
9	27th Street/Reed Market Road intersection reconfiguration	\$4,263,000		
12	Division St/Aune St/Scalehouse Loop intersection reconfiguration	\$4,263,000		
C-14	Reed Market Road/15th Street intersection safety and capacity improvements	\$1,279,000		
C-15	Olney Avenue/8th Street intersection improvement	\$4,301,000		
C-16	Revere Avenue/8th Street intersection improvement	\$4,301,000		
C-21	Butler Market Road/US 20/US 97 Improvement.	\$7,184,000		
C-22	3rd Street/Wilson Avenue intersection improvement	\$6,041,000		
S-3	Pettigrew Road/Bear Creek Road long term safety improvement	\$4,749,000		
S-5	3rd Street/Miller Avenue intersection improvements and 3rd Street modifications study (Phase 1)	\$128,000		
S-6	3rd Street/Miller Avenue intersection improvements and 3rd Street modifications implementation (Phase 2)	\$3,979,000		
C2A	Close Lafayette Avenue right turn onto Parkway and extend the deceleration lane for the right turn off the Parkway	\$2,325,000		
C2B	Close Hawthorne Avenue right turn onto Parkway	\$1,162,000		
C2C	Close Truman Avenue RIRO intersections with Parkway	\$1,162,000		
C2D	Close Reed Lane RIRO intersection with Parkway	\$1,162,000		
C2E	Close Badger Road RIRO intersections with Parkway	\$1,162,000		
C2F	Close Pinebrook Boulevard RIRO intersections with Parkway	\$1,162,000		
10	27th and Ferguson Roundabout	\$4,263,000		
C-45	O.B. Riley Road/Empire Road intersection safety and capacity improvement	\$3,500,000		Mid-Term (5-10 Years)
C-28	Revere Avenue/4th Street intersection improvement	\$4,301,000		
C-29	Olney Avenue/4th Street intersection improvement	\$4,301,000		
C-34	Ferguson Road/15th Street intersection improvement	\$4,301,000		
CL-14	Cinder Butte Rd/ Cheyenne Rd	\$217,000		
CL-16	Cline Falls Hwy Cook Ave/Tumalo Rd	\$1,949,000		
C-27	Butler Market Road intersection safety and capacity improvements from US 97 to 27th Street (Includes roundabouts or traffic signals at 4th Street, Brinson Boulevard, and Purcell Boulevard. Wells Acres Road roundabout is a separate project.)	\$8,137,000		
C-7	Colorado Avenue/US 97 northbound ramp intersection safety and capacity improvements	\$4,999,000	Long-Term (10+ years)	
C-63	China Hat Road/Knott Road Intersection Improvement	\$4,301,000		
CL-22	Baker Rd Brookwood Blvd	\$1,516,000		
C2H	Close Rocking Horse Road RIRO intersections with Parkway	\$1,162,000		
C-33	Country Club Road/Knott Road intersection improvement	\$4,301,000		
C-35	NE 27th Street/Wells Acres Road intersection improvement	\$4,301,000		
C-39	Brosterhous Road/Knott Road intersection improvement	\$4,301,000		
C-79	Cooley Road/Hunnell Road Intersection Improvement	\$4,301,000	Development Driven	

1. All costs are in 2023 dollars. Costs from prior plan years were adjusted to 2023 dollars.

ATTACHMENT E: FINANCIALLY CONSTRAINED TECHNOLOGY PROJECTS

TABLE 9. FINANCIALLY CONSTRAINED TECHNOLOGY PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE¹	MTP PRIORITIZATION
NEW	Intelligent Transportation Systems	\$5,000,000	
C10	US 97 Traveler information signing	\$19,000	Near-Term (0-5 Years)
C9	US 97 Enhanced signal operations at ramp terminals	\$320,000	
C-36	3rd Street/Franklin Avenue signal modification	\$604,000	Mid-Term (5-10 Years)
C1	US 97 Install ramp meters	\$17,437,000	
C6	US 97 Weather warning system	\$264,000	Long-Term (10+ years)
C7	US 97 Variable speed signs	\$320,000	

1. All costs are in 2023 dollars. Costs from prior plan years were adjusted to 2023 dollars.

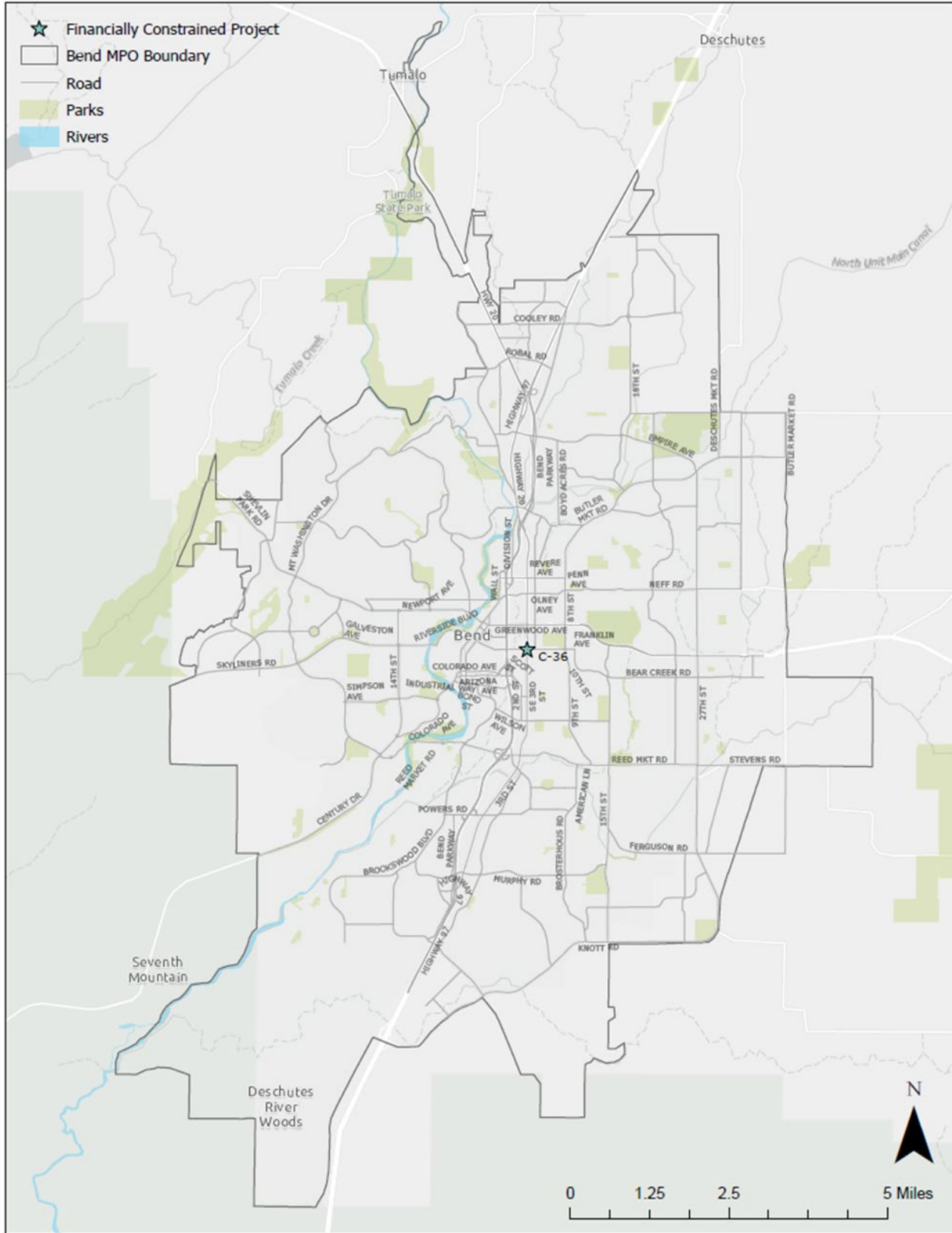


FIGURE 11. FINANCIALLY CONSTRAINED PROJECT LIST TECHNOLOGY PROJECTS

ATTACHMENT F: FINANCIALLY CONSTRAINED PROPOSED STUDIES

TABLE 10. PROPOSED STUDIES

PROJECT ID	STUDY DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION
C-4	Study for river crossings	\$581,000	Near-Term (0-5 Years)
M4	Colorado Avenue improvement to SB ramp intersection (Study)	\$250,000	
NEW-1	Z Study	\$500,000	
NEW-2	Key Route Conceptual Design Study	\$200,000	
NEW-3	Program Funding Plan (identify funding for Bend TSP programmatic solutions)	\$200,000	
NEW-4	Deschutes River Woods South Interchange Study	\$500,000	

1. All costs are in 2023 dollars. Costs from prior plan years were adjusted to 2023 dollars.

ATTACHMENT G: FINANCIALLY CONSTRAINED PROPOSED PLANS AND PROGRAMS

TABLE 11: FINANCIALLY CONSTRAINED PROGRAMS (CAPITAL FUNDING)

PROJECT ID	PROGRAM AND PLAN DESCRIPTION	COST ESTIMATE¹	MTP PRIORITIZATION
203	City of Bend Traffic Data Collection	\$523,000	
204	Special Event Management System (Deschutes County Fairgrounds and Expo Center and Hayden Homes Amphitheater)	\$232,000	
305	Flex Park-and-Ride lots for special events	\$116,000	
308	Transit Signal Priority	\$349,000	
404	Traveler Information System Enhancements for Construction and Detour info	\$349,000	
502	Provide Traffic Management System Information at EOCs	\$291,000	Long-Term (10+ years)
506	Scenario Planning for Tri-County evacuations, emergencies, and incidents	\$232,000	
601	Smart Work Zone Management and Safety Monitoring Systems	\$232,000	
602	Regional Work Zone and Winter Maintenance information sharing system	\$349,000	
603	Implement a Maintenance Decision Support System	\$872,000	
804	Automated Speed Enforcement Pilot	\$291,000	

1. All costs are in 2023 dollars. Costs from prior plan years were adjusted to 2023 dollars.

**BMPO** Bend Metropolitan
Planning Organization

MEMO

TO: BEND MPO TECHNICAL ADVISORY COMMITTEE (TAC)

FROM: ANDREA NAPOLI, SENIOR PLANNER, MPO STAFF

DATE: MAY 29, 2024

RE: MPO STBG FUNDING UPDATE

Background

Federal Surface Transportation Block Grant (STBG) funds have been made available to the Bend MPO since the time it was established. ODOT's Fund Exchange Program has also historically been available to exchange those federal dollars for state funds, making them much easier to spend (by not having to meet federal funding requirements).

MPO Uses of STBG Funds

The MPO has always provided STBG funding to the City of Bend for street maintenance and preservation. STBG funds are also used internally by the MPO for staffing and consultant assistance. These funds are also used for various transportation-related projects locally, and more recently, a cyclical, competitive application process has been established to fund such projects. Nearly all of these efforts have relied on ODOT's STBG Fund Exchange to exchange these federal funds for state dollars, as it would be extremely inefficient or not possible to use federal funds on these projects/efforts.

Recent Uncertainty Around ODOT's STBG Fund Exchange

In 2022, MPO's in Oregon were made aware that ODOT's Fund Exchange Program may no longer be available to them, although the timing and the amounts that may continue be exchanged were not yet known. In preparation for that possibility, the MPO hosted a workshop in August 2022 for local jurisdictions, which covered what they need to do to spend federal funds on projects. From that time until summer of 2023, uncertainty around the future of STBG Fund Exchange continued.

Summer 2023 to Today: STBG Funds Replaced by State Highway Trust Fund Dollars

ODOT's STBG Fund Exchange Program was significantly limited in June of 2023, resultant of legislation approved during the 2023 state legislative session. Future allocations of federal STBG dollars to Oregon small MPO's, small cities and counties are now provided as State Highway Fund (SHF) dollars, so there is no longer a need for a "federal funds for state funds" exchange program. However, the new, annual SHF allocations for years 2023-2027 are 11.8%-17.6% lower than the original STBG annual allocations to the Bend MPO. These new SHF amounts could not be increased. With that news, the Bend MPO went into discussions with ODOT to reconcile past, unspent STBG dollars, which was settled in January 2024. Additionally, MPO staff developed scenarios on how to continue to fund projects that were awarded STBG funding for years 2023-2027, given the 11.8%-17.6% shortfall.

In summary, the MPO will be able to fully fund all future awarded projects from the competitive project application process, as well as continue to direct original funding amounts to the MPO reserves and for MPO planning/staffing by:

- 1) Using the STBG reconciliation amount provided to the MPO (past, unused STBG funds).
- 2) Accounting for the 10% fund exchange fee that was no longer needed, and
- 3) learning that the City of Bend Streets Department had assumed their future STBG amounts for maintenance and preservation would come as federal funds, so had reduced their budgeted amounts, backfilling with Transportation Utility Fee (TUF) dollars.