

Agenda



BMPO Policy Board

June 21, 2024
Hybrid Meeting

Location

ODOT Region 4, Building M, Baney Conference Room
63055 N. Highway 97, Bend, Oregon
(From the DMV entrance on Mervin Sampels Road, Building M is straight ahead.)

Zoom webinar link: <https://bendoregon-gov.zoom.us/j/82226129656?pwd=kzSHDij70UqTBcXZu6qvhkdOagH0lo.1>

Webinar ID: 822 2612 9656
Passcode: bmpo
Phone: 1-888-788-0099

YouTube livestream: <https://youtube.com/live/GO2G6f5eqLM?feature=share>

12:00 p.m. Policy Board Meeting

Start Time	Item	Information	Presenters
12:00	1. Call to Order & Introductions		Chair Campbell
12:05	2. Hybrid Meeting Guidelines		Tyler Deke
12:06	3. Public Comment		Chair Campbell
12:08	4. Meeting Minutes	<u>Attachments</u> Attachment A: May 17, 2024, Policy Board draft meeting minutes.	Chair Campbell

		<p><u>Action Requested</u> Review and approve the May 17, 2024, Policy Board meeting minutes.</p> <p>Recommended language for motion: <i>I move approval of the May 17, 2024, Policy Board draft meeting minutes as presented.</i></p>	
12:10	<p>5. 2045 MTP Update: Draft Financially Constrained Project List</p>	<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: Memo Attachment C: Draft Financially Constrained Project List & Prioritization Memo</p> <p><u>Action Requested</u> Review and provide input on draft Financially Constrained Project List and Prioritization memo.</p>	<p>Aaron Berger, DKS Associates Chris Maciejewski, DKS Joel McCarroll, DKS</p>
1:05	<p>6. Federal Safe Streets and Roads for All Grant Acceptance and Authorization</p>	<p><u>Background</u> In June 2023, the Policy Board authorized staff to submit an application for federal Safe Streets and Roads for All (SS4A) funding to update the Bend Transportation Safety Action Plan. The MPO was awarded SS4A funding. The MPO grant process requires the Policy Board to accept any grant awards.</p> <p><u>Attachments</u> None.</p> <p><u>Action Requested</u> Authorize Manager and Policy Board Chair to accept the SS4A grant award.</p> <p>Recommended language for motion: <i>I move to authorize the MPO Manager and Policy</i></p>	<p>MPO Staff</p>

		<i>Board Chair to accept the federal SS4A grant award.</i>	
1:15	7. Metropolitan Transportation Improvement Program (MTIP) Amendment	<p><u>Background</u> One amendment is proposed to the 2024-2027 MTIP. The amendment is to add an existing project due to part of the project being within the Bend MPO boundary.</p> <p>The amendments were noticed on the bendoregon.gov website and through email notification to the MPO email lists and news media. Any comments received will be discussed at the Board meeting.</p> <p><u>Attachments</u> Attachment D: Public notice, which includes a summary of the proposed amendment.</p> <p><u>Action Requested</u> Review and consider approval of the proposed amendment.</p> <p>Recommended language for motion: <i>I move approval of the proposed amendment to the 2024-2027 MTIP as presented.</i></p>	MPO Staff
1:25	8. STBG Funding/ Program 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 E: STBG Funding Update Memo</p> <p><u>Action Requested</u> None. Information item.</p>	MPO Staff
1:40	9. Other Business	<p>Time for Policy Board members to provide updates on current projects and planning efforts and request future meeting topics.</p> <ul style="list-style-type: none"> • Policy Board member agenda item requests 	Chair Campbell & Staff

		<ul style="list-style-type: none"> The next meeting of the BMPO Policy Board is scheduled for July 19, 2024, at 12:00 p.m. 	
1:43	10. Public Comment		Chair Campbell
1:45	11. Adjourn		Chair Campbell



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BMPO Bend Metropolitan
Planning Organization

Meeting Minutes

BMPO Policy Board

Location: Baney Conference Room, Building M, ODOT Region 4
63055 N. Highway 97, Bend, Oregon

Date: May 17, 2024

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Policy Board Members

Chair Barb Campbell, Bend City Councilor

Vice-Chair Phil Chang, Deschutes County Commissioner

Ariel "Ari" Mendez, Bend City Councilor

Bob Townsend, Oregon Department of Transportation (ODOT) Region 4 Area Manager

BMPO Staff and Other Attendees

Tyler Deke, BMPO Manager

Kelli Kennedy, BMPO Staff

Chris Doty, Deschutes County

David Abbas, City of Bend

Andrea Breault, Cascades East Transit (CET)

Eric Lint, CET

Greg Bryant, BMPO Technical Advisory Committee (TAC) member

James Dorofi, BMPO TAC member

Agenda Items

1. Call to Order and Introductions

Chair Campbell called the meeting to order at 12:05 pm with a quorum established.

2. Hybrid Meeting Guidelines

Mr. Deke reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Minutes

Materials referenced: April 19, 2024, Policy Board draft meeting minutes (Attachment A)

An amendment was made to the language under Item 10, US97 Parkway Plan, stating, "Following discussion, the consensus of the Board was support to further evaluate modifying Hawthorne access recommendations in the US97 Bend Parkway Plan. It was clarified that the Board's support was not for changing the Parkway Plan." The Board did not make a comment whether or not to change the Plan; it supported revisiting and reevaluating the Parkway Plan.

Motion 1: Ariel Mendez moved to approve the April 19, 2024, Policy Board draft meeting minutes with amendments as discussed. Phil Chang seconded the motion, which passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Amendments

Materials referenced: Public notice, which includes a summary of the proposed amendments. (Attachment B)

Kelli Kennedy explained two amendments were proposed to remove two projects from the MTIP due to a change in the funding source. The projects were previously funded by federal Surface Transportation Block Grant (STBG) dollars and now State Highway Funds, which did not require the projects to be in the MTIP, would be used. Staff confirmed the projects would continue and that the MPO would continue to track the projects.

Motion 2: Ariel Mendez moved to approve the proposed 2024-2027 MTIP amendments as presented. Phil Chang seconded the motion, which passed unanimously.

6. Federal GHG Performance Measure

Materials referenced: More information is available in the National Law Review article referenced in the meeting's agenda.

Tyler Deke presented via PowerPoint the background, pros, and cons of the Federal Greenhouse Gas (GHG) Performance Measure, which requires emissions targets for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) and applies to all roads that are part of the National Highway System (NHS), which included several of Bend's major arterial roadways. Two legal challenges resulted in one U.S. district court vacating the rules; therefore, State DOTs and MPOs are not required to submit initial targets. ODOT chose to develop and submit targets anyway and agreed to support any MPOs working to adopt the performance measure. The U.S. DOT could possibly revise the process and impose emission targets again, so if BMPO proceeded with developing and tracking the performance measure, all the groundwork would be done. He addressed clarifying questions about the NHS roadway designation process and the legal arguments of the U.S. district court case.

The Board discussed whether to develop and report on the GHG performance measure. While apprehensive about being able to achieve targets, the Board supported tracking emissions, which could help put BMPO in a better position to qualify for future funding. BMPO would support ODOT and the City of Bend's Climate Action Plan emission targets, Staff would return with any data available this summer, including how ODOT established its targets, to see whether the Board wanted to adopt the same targets.

7. MPO Sponsorship of External Speakers & Events

Tyler Deke explained the BMPO receives funding requests for various random speakers, activities, and events; however, the BMPO did not have an official policy on funding external sponsorships. Staff recommended the BMPO only consider requests with a direct transportation link.

The Board discussed using the BMPO's existing goals, which need updated, and creating a policy framework to guide the BMPO when evaluating funding requests to ensure the event or activity aligns with the BMPO's core values. Using the guiding principles from ODOT's goals and objectives sheet was suggested as a starting point for creating the framework. Several ideas on budgeting an amount were also discussed. Having a set policy and budgeted amount would enable Staff to notify transportation-oriented groups about potential funding opportunities from the BMPO.

Councilor Mendez and Chair Campbell would review ODOT's goals and objectives sheet and make any recommendations for discussion at a future meeting about using it for the BMPO's external sponsorships funding policy.

8. CET Update

Materials referenced: Links to information about CET services and the 2040 Transit Master Plan are available at the websites referenced in the meeting's agenda.

Strategy and Program Manager Eric Lint and Transportation Director Andrea Breault, Cascades East Transit (CET), presented the Transit Update via PowerPoint. Key topics included CET's annual ridership statistics, transit service changes, project updates and related improvements, CET's staffing and administration challenges, as well as an update on Qualified Entities (QE) and COIC funding sources. CET was seeking an intergovernmental agreement (IGA) to transfer the functions of all four QEs to the Central Oregon Intergovernmental Council (COIC)/CET and sought the Board's approval/input.

Additional details were provided about requirements increasing for CET as it grew, increases in 5307 funding, working to meet Zero-Emission Fleet Plan requirements, maintaining fare-less public transit routes, and fare-box recoveries of recreational routes.

Clarification was provided on several items, including ridership levels, vanpool operations, Dial-a-Ride operations and eligibility requirements. Commute Options could calculate the CO2 per vanpool rider and how bad traffic would be if vanpool riders used their own vehicles. CET could also do some modeling.

Key discussion topics included the importance of viable alternatives to expanding road capacity to offset single-occupancy vehicle trips; the successful vanpool service, its funding and expansion alternatives; Dial-A-Ride being at capacity and the balance between increasing efficiency and not meeting customers' timelines; and what would be involved to establish a transit district, which may not be suitable for Bend.

Mr. Townsend left the meeting at this time. [1:23:50]

9. Other Business

Councilor Mendez asked about the BMPO participating in some of the conversations in the Oregon Transportation Forum or other potential opportunities as it would be a big transportation year legislatively. Mr. Deke noted the Oregon MPO Consortium was meeting next Friday to discuss the upcoming legislative session and the transportation lobbyist and possibly someone from the City would be attending, so will get understanding of groundwork and return to the Board.

Mr. Lint said the Joint Transportation Committee was planning a statewide road show, tentatively set for September 12th in Bend.

Chair Campbell noted the Board already requested to look at the BMPO's goals and suggested a evaluating the makeup of the Board, as the charter required all transportation providers in the region be on the BMPO and would include CET, and the School District. A charter evaluation would be a bigger project. She added members could reach out with agenda item requests.

The next scheduled meeting of the Policy Board was June 21, 2024, at 12:00 pm.

10. Public Comment

None.

11. Adjournment

Chair Campbell adjourned the meeting at 1:33 p.m.



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MEMO

To: BMPO Policy Board

From: Tyler Deke, Manager

Date: 6/14/2024

Re: 2024 Metropolitan Transportation Plan (MTP) Update

This agenda item will cover three items:

- Project status review
- Review draft MTP Financially Constrained Project List and Prioritization Memo
- Next steps

Background

The memorandum (Attachment C) 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, Mid, and Long-Term implementation projections.

The memo represents the culmination of work over the past year to update the MTP. Completion of the draft project list is a critical step as we work to meet the September 2024 deadline to complete the MTP update.

BMPO Technical Advisory Committee (TAC) and Local Agency Review

The draft project lists and prioritization were reviewed by the TAC at two meetings, and through meetings with individual TAC members and other local agency staff.

Request

Staff is seeking Policy Board review and consensus on the financially constrained and prioritized project lists. The MTP update at the June 21, 2024 Policy Board meeting represents a final opportunity to make any significant changes to the project lists, while allowing staff to continue developing the final MTP document in preparation for September adoption.

MTP FINANCIALLY CONSTRAINED PROJECT LIST AND PRIORITIZATION MEMORANDUM

DATE: June 13, 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 implementation 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 forecast 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
 - General Obligation (GO) Bond – 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 projects + 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 analysis of financially constrained improvements, although portions of this funding could conceivably be used to support walking and biking system infill projects. In addition, the added operations and maintenance costs of projects that expand or significantly modify the existing system should be considered during subsequent local plan updates.

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

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

Table 1 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

JURISIDICICTION	FUNDING SOURCE	USAGE	ELIGIBILITY	20-YEAR REVENUE
	Private Contributions	Limited	Associated with specific development impacts	\$4.2 M
	SHF City allocation	Flexible	City allocates	
	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 allocate the estimated level of TSDC funding to projects planned 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 first added to the Financially Constrained List. Note that these projects are not all 100% funded by TSDCs, therefore these projects are anticipated to also be covered by 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 development projections included in this MTP update are realized (i.e., infrastructure required for development). To allocate the remainder of the anticipated TSDC funding, 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 addresses a current safety need and aligns with community priorities.

DESCHUTES COUNTY

All projects from the Deschutes County TSP project list within the MPO boundary 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. 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.

FINANCIALLY CONSTRAINED SCENARIO RESULTS

The Financially Constrained Project List was evaluated using the Bend-Redmond Model (BRM) to determine key system performance measures for year 2045 conditions. The results of this scenario are summarized in the following sections.

ACTIVE TRANSPORTATION EVALUATION AND FINDINGS

The percentages of all person trips using walking and bicycle modes within the Bend MPA were calculated from the BRM. These percentages were based on trips that both begin and end within the Bend MPA. Table 2 documents these mode splits between the 2019 Base Year, the 2045 Committed, and the 2045 Financially Constrained Scenarios.

TABLE 2: PERCENT WALKING AND BIKING TRIPS WITHIN THE BEND MPA

MODE	2019 BASE	2045 COMMITTED	2045 FINANCIALLY CONSTRAINED PROJECT LIST
PEDESTRIAN	10.2%	11.8%	12.7%
BICYCLE	3.4%	3.4%	4.3%

The 2045 Financially Constrained Project List shows shifts towards walking and biking. While these increases in active transportation mode usage over the entire system are not large, larger changes occur in areas with connections to particular land use/density urban forms combined with robust active transportation facilities.

As discussed in the MTP Needs Memorandum, daily motor vehicle traffic volumes are expected to increase along most of the Key Routes for Walking and Bicycling throughout the MPA under the 2045 Committed condition. The 2045 Financially Constrained Project List includes multiple projects that change the estimated 2045 daily motor vehicle traffic along these Key Routes when compared against the 2045 Committed condition. Figure 1 highlights this comparison, showing the change in daily motor vehicle traffic volume between the 2045 Committed scenario and the 2045 Financially Constrained Project List scenario along the designated Key Routes.

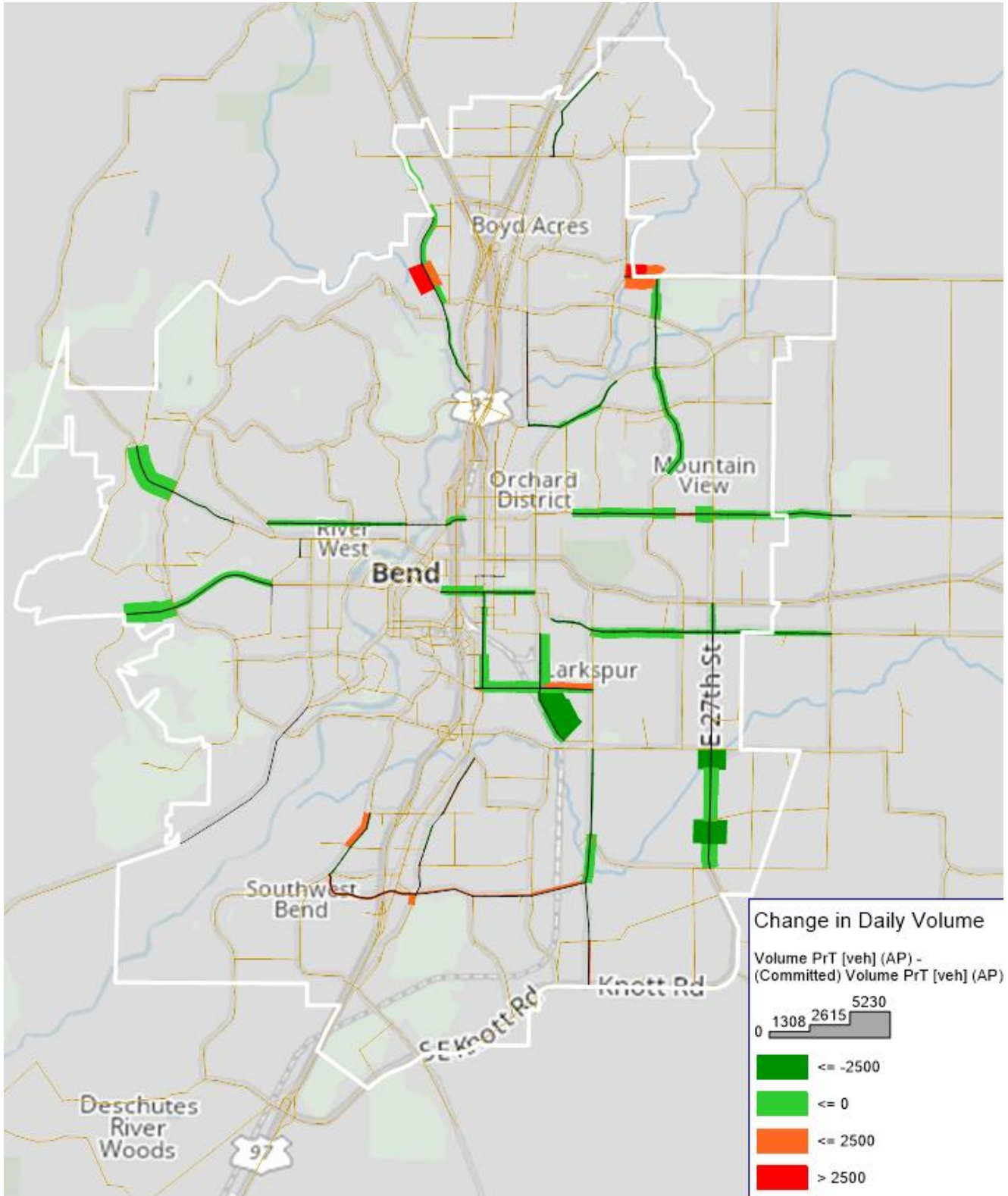


FIGURE 1: CHANGE IN DAILY VOLUME ALONG DESIGNATED KEY ROUTES BETWEEN COMMITTED AND FINANCIALLY CONSTRAINED PROJECT LIST SCENARIO

The most critical changes in daily motor vehicle traffic along Key Routes between the 2045 Committed and Financially Constrained Project List Scenarios are summarized as follows:

- **Improved (Reduced Traffic Volume, shown green/orange in Figure 1)**
 - Skyliners Road
 - Shevlin Park Road
 - Bear Creek Road
 - Hawthorne Ave
 - SE 9th Street.
- **Degraded (Increased Traffic Volume, shown red in Figure 1)**
 - Yeoman Road – increase due to Yeoman Road extension to NE 18th Street, which adds a new motor vehicle connection to the existing pedestrian and bicyclist only path along the key route.

TRANSIT EVALUATION AND FINDINGS

The percentages of all person-trips using transit within the Bend MPA were calculated from the BRM. These percentages were based on trips that both begin and end within the Bend MPA. Table 3 below documents these mode splits between the 2019 Base Year, the 2045 Committed, and the 2045 Financially Constrained Project List scenarios.

TABLE 3: PERCENT TRANSIT TRIPS WITHIN THE BEND MPA

MODE	2019 BASE	2045 COMMITTED	2045 FINANCIALLY CONSTRAINED PROJECT LIST
TRANSIT DEMAND	0.18%	0.20%	1.2%

As shown in Table 3, the overall percentage of transit trips compared against all person trips throughout the MPA remains low, even with enhanced transit assumptions in the 2045 Financially Constrained Project List scenario. This highlights additional opportunities to achieve greater benefit to the system by attracting more riders.

Table 4 lists the percentage of households and jobs within 0.25 miles of transit service.

TABLE 4: PERCENT OF MPA HOUSEHOLDS AND JOBS WITHIN 0.25 MILES OF TRANSIT SERVICE

MODE	2019 BASE	2045 COMMITTED	2045 FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN BASE & FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN COMMITTED & FINANCIALLY CONSTRAINED PROJECT LIST
HOUSEHOLDS	55%	44%	53%	-4%	20%
JOBS	69%	55%	74%	7%	35%

With significantly more transit coverage due to mobility hubs and new transit routes, the 2045 Financially Constrained Project List Scenario results in more households and jobs within walking distance (0.25 miles) of transit. Note this analysis does not consider the quality of pedestrian facilities to access transit, which may also pose a barrier to transit access.

MOTOR VEHICLE EVALUATION AND FINDINGS

The levels of corridor congestion throughout the Bend MPA were estimated using BRM model outputs, which were summarized as Demand to Capacity (D/C) ratios indicating capacity constraints throughout the system. Figure 2 compares the average weekday PM Peak Hour D/C ratio results by corridor for the 2045 Financially Constrained Project List and the 2045 Committed scenario.

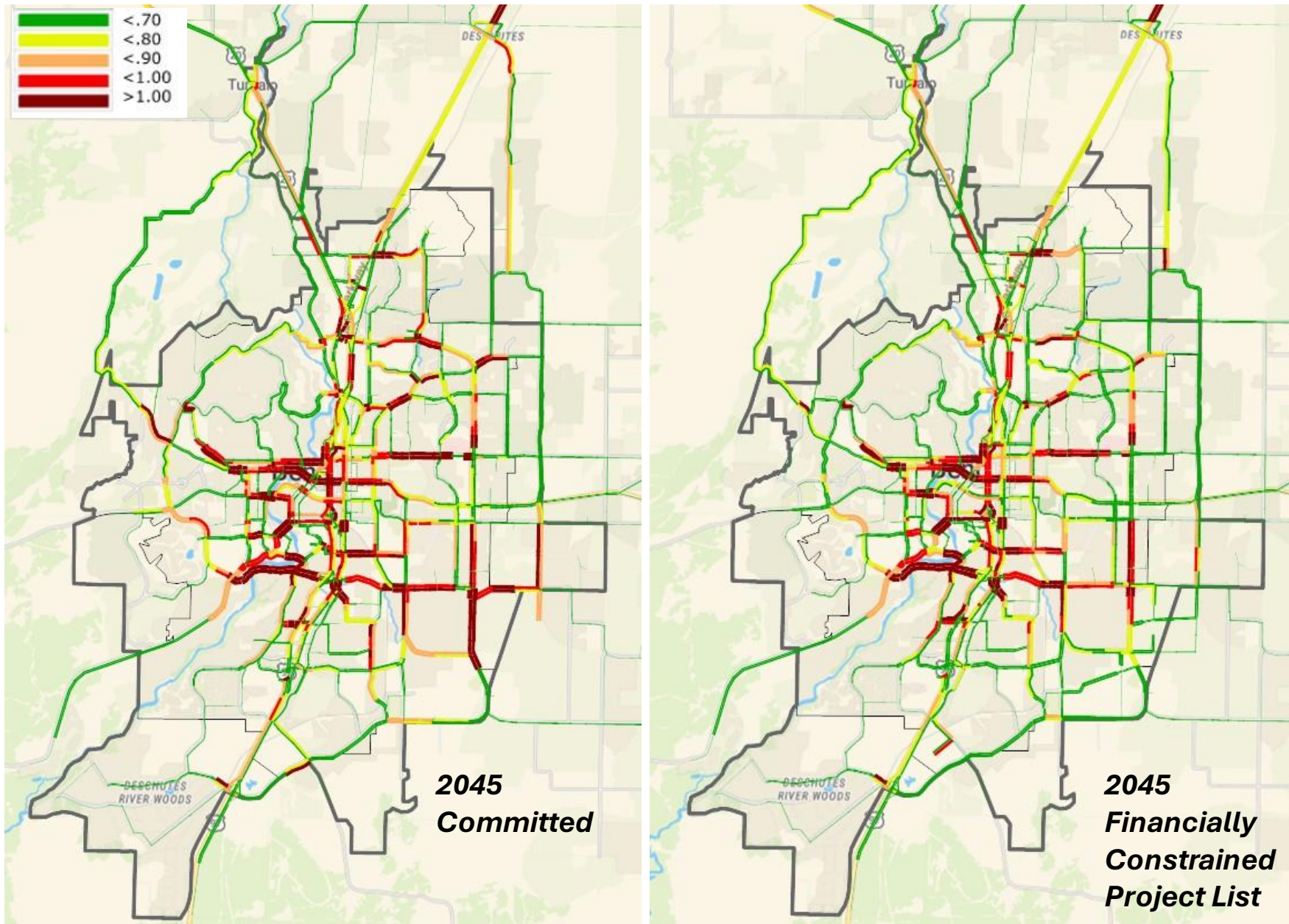


FIGURE 2: 2045 COMMITTED AND FINANCIALLY CONSTRAINED PROJECT LIST PM PEAK HOUR DEMAND/CAPACITY RATIOS

As shown in Figure 2 (with the darkest red symbolizing demand exceeding capacity), the 2045 Financially Constrained Project List Scenario improves some of the congestion issues flagged in the MTP Needs Memorandum¹, including:

- US 97 Parkway - traffic operations improve, due mainly to restricted access (Projects C2A-C2H) and parallel routes that provide new direct connections to US 97, like the 18th Street extension (Project 97.b)
- North-south corridors – 27th Street improves south of Reed Market Road due to additional connectivity projects to the east and enhanced transit access.
- Empire Boulevard/Butler Market Road – Improves due to Yeoman Road extension (Projects C-1 and C-76)

While the 2045 Financially Constrained Project List addressed congestion better than the 2045 Committed Project List (through a handful of new connectivity projects and increased mode shift to active transportation and transit), congestion issues that remain include:

- All East-West river crossings
- East-West corridors, including:
 - NW Galveston Ave
 - NW Portland Ave
 - NE Neff Road
 - NE Newport Ave
 - SE Reed Market Road
 - SE Wilson Avenue
 - Smaller portions of Butler Market Road
 - Powers Road
- North-South corridors including:
 - SE 15th Street
 - 27th Street
 - Ward Roady

The MPA area roadway system PM Peak Hour vehicle delay with the 2045 Financially Constrained Project List is summarized in Table 5, and compared against 2019 and 2045 Committed conditions. The system delay is separated by facility jurisdiction (City of Bend, ODOT, Deschutes County).

¹ (DKS Associates 2023)

TABLE 5: PM PEAK HOUR VEHICLE HOURS OF DELAY

ROADWAY JURISDICTION	2019 BASE	2045 COMMITTED	2045 FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN BASE & FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN COMMITTED & FINANCIALLY CONSTRAINED PROJECT LIST
CITY OF BEND FACILITIES	581	2,132	1,613	178%	-24%
ODOT FACILITIES	157	496	411	163%	-17%
DESCHUTES COUNTY FACILITIES	11	68	46	325%	-31%
TOTAL	749	2,696	2,053	177%	-23%

As listed in Table 5, the 2045 Financially Constrained Project List Scenario is expected to decrease overall delay on roadways within the MPA compared to the 2045 Committed Scenario. The connectivity and corridor enhancement projects that add alternate routes to the system and motor vehicle capacity drive this delay reduction. As noted in the *Active Transportation and Transit* sections above, changes in mode split are relatively minimal but do combine to help contribute to the reductions in delay across the MPA.

Vehicle Miles Traveled (VMT) is a measure of total motor vehicle travel within the system. Normalized to the population within the MPA, this measure indicates trends in both the number of vehicle trips and average trip length, measures which reflect both land use planning implications on travel and approximated future year motor vehicle emissions. Table 6 summarizes the daily VMT results for trips originating from households within the Bend MPA under 2019, 2045 Committed, and 2045 Financially Constrained Project List conditions.

TABLE 6: DAILY VMT PER CAPITA RESULTS

MEASURE	2019 BASE	2045 COMMITTED	2045 FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN BASE & FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN COMMITTED & FINANCIALLY CONSTRAINED PROJECT LIST
DAILY VMT PER CAPITA	6.89	7.26	6.73	-2.4%	-7.4%

The 2045 Financially Constrained Project List significantly improves VMT per capita over the 2045 Committed Scenario (7.4 percent reduction). Additionally, this is a minor decrease relative to 2019 Base Year conditions (2.4 percent reduction). This shift occurs due to careful balancing of land use

(housing and employment) in Bend MPA growth areas, enhancements to the transit system, and improvements to connectivity.

With congestion expected to continue to grow throughout the Bend MPA in the future, traffic may divert onto local streets in attempts to bypass system or corridor bottlenecks. To estimate the system-level risk of trip diversion, the percentage of collector roadways with Average Daily Traffic (ADT) of more than 4,000 was calculated from the BRM. Table 7 summarizes this measure for 2019, 2045 Committed, and 2045 Refined Project List conditions.

TABLE 7: TRIP DIVERSION POTENTIAL

MEASURE	2019 BASE	2045 COMMITTED	2045 FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN BASE & FINANCIALLY CONSTRAINED PROJECT LIST	% CHANGE BETWEEN COMMITTED & FINANCIALLY CONSTRAINED PROJECT LIST
DIVERSION POTENTIAL ^A	7%	22%	21%	200%	-5%

^A Measured as a percentage of collector roads with an average daily traffic volume above 4,000 vehicles per day.

As listed in Table 7, the 2045 Financially Constrained Project List reduces the risk of trip diversion over the 2045 Committed condition.

CFA SENSITIVITY SCENARIO

To better understand future work program needs and “future proof” this MTP by considering potential impacts of Climate Friendly Areas within the MPO, 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 3 and Figure 4, comparing the MTP 2045 Land Use against the CFA Sensitivity Scenario.

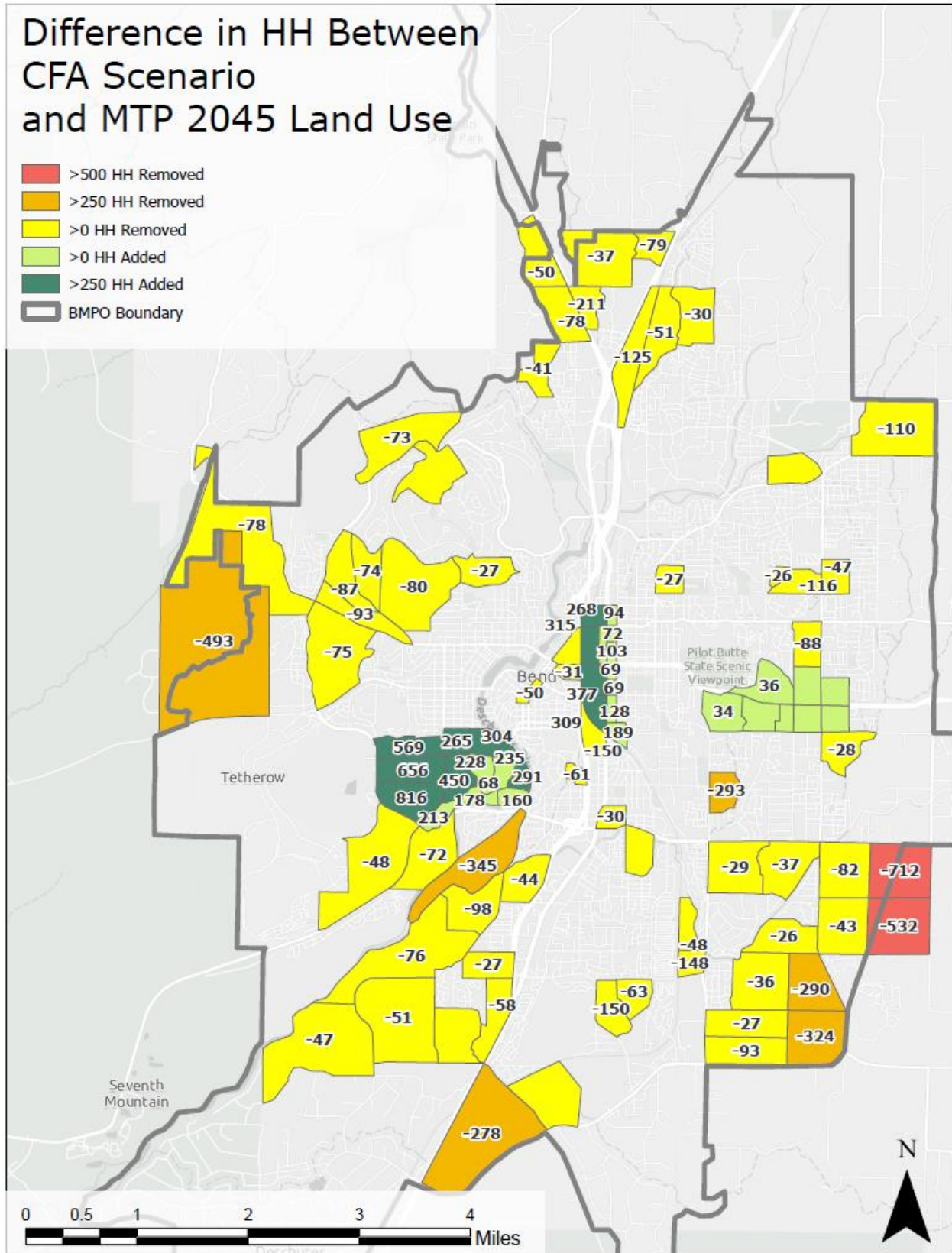


FIGURE 3. CHANGE IN HOUSEHOLDS BY TAZ BETWEEN CFA SCENARIO AND MTP 2045 LAND USE

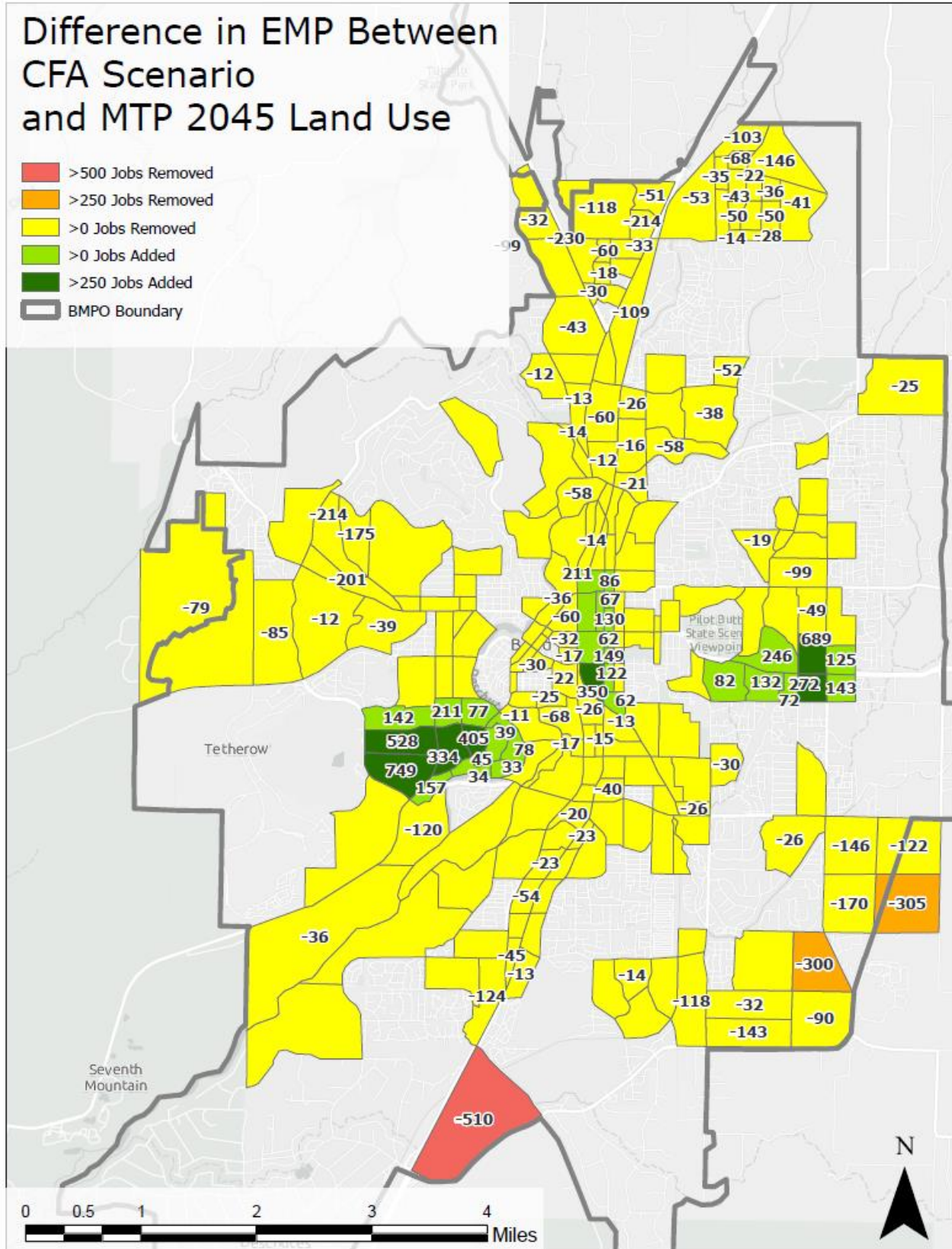


FIGURE 4. CHANGE IN JOBS BY TAZ BETWEEN CFA SCENARIO AND MTP 2045 LAND USE

As shown in Figure 3 and Figure 4, 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.

CFA Sensitivity land use scenario was then run through the Bend-Redmond Model (BRM) with the MTP Project List network, and the resulting weekday PM peak hour volumes are compared against the MTP Project List model run in Figure 5.

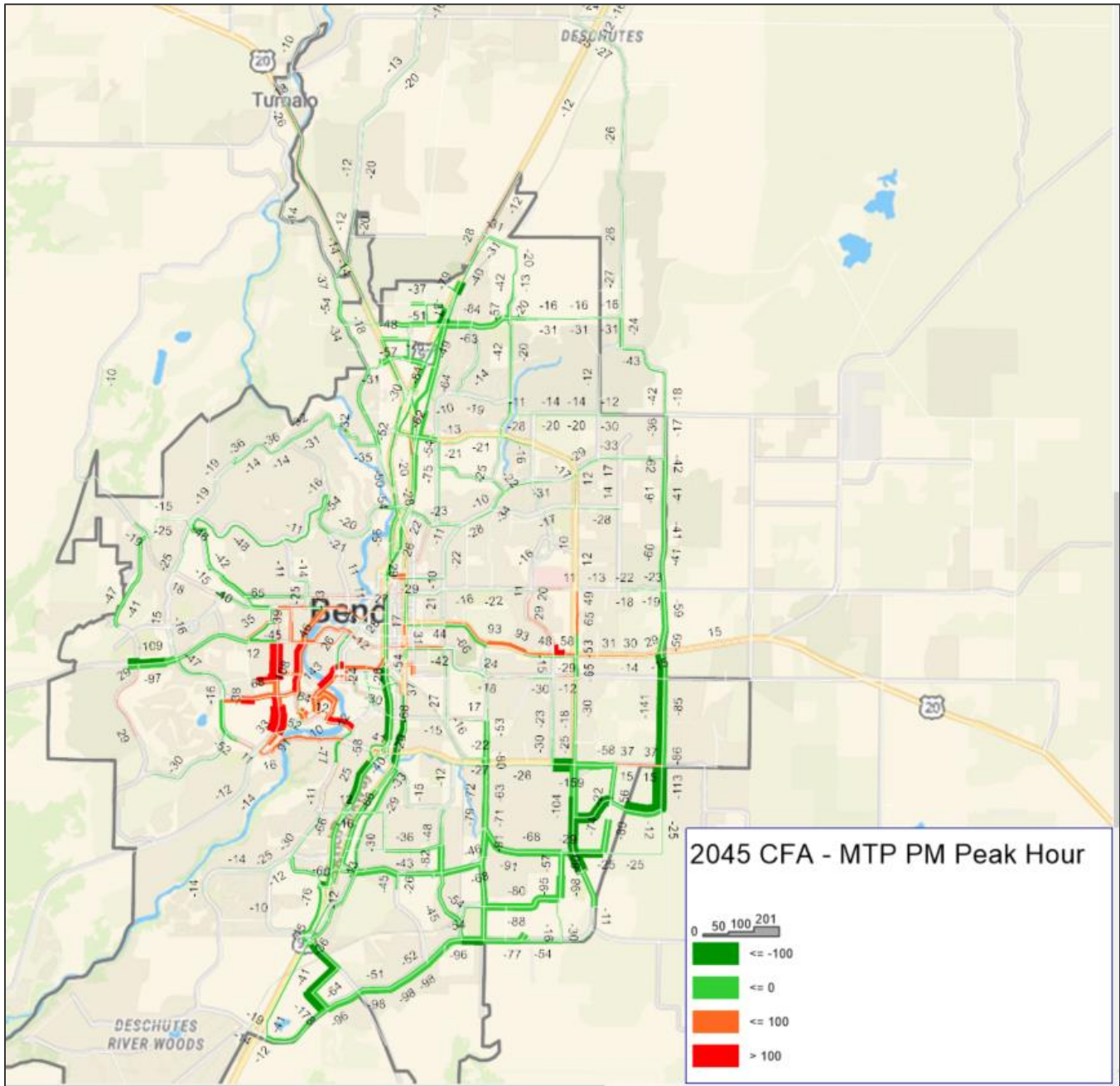


FIGURE 5. YEAR 2045 PM PEAK HOUR VOLUMES CFA SCENARIO - MTP PROJECT LIST

As shown in Figure 5, 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 align 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%.

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 four distinct steps. The first step considered information collected during the first round of public engagement, confirming the existing prioritization of projects in the Bend TSP, as safety and connectivity for all road users continued to be the top two transportation priorities from the public. Projects were placed in prioritization categories using the following tiered process:

1. Initial prioritization (based on local plans)
2. Project type (emphasizing safety and active transportation)
3. Outputs from the travel demand model outputs from a Climate Friendly Areas (CFA) year 2045 land use scenario

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, indicated as Near-Term by the Bond program timeline, 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 Brosterhous 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.

ASPIRATIONAL PROJECT LIST

All projects not included on the Financially Constrained Project List create the Aspirational Project List. This includes 104 capital projects with an estimated capital cost of \$670 million, and an additional 6 programs with capital cost elements exceeding a total of \$100 million. The breakdown of total Aspirational project cost by category is shown in Table 8.

TABLE 8: ASPIRATIONAL PROJECT COST SUMMARY

CATEGORY	TOTAL UNFUNDED (ASPIRATIONAL) PROJECT COST
ACTIVE TRANSPORTATION - CONNECTIVITY	\$85,000,000
ACTIVE TRANSPORTATION - CORRIDOR ENHANCEMENT	\$80,000,000
MOTOR VEHICLE - CONNECTIVITY	\$105,000,000
MOTOR VEHICLE - CORRIDOR ENHANCEMENT	\$320,000,000
INTERSECTION	\$39,000,000
TECHNOLOGY	\$39,000,000
PROGRAMS	\$102,000,000
TOTAL UNFUNDED	\$770,000,000

These projects may still be considered in upcoming local plans, and as new revenue sources are identified these may be added to the MTP Financially Constrained Project List in the future. The Aspirational project list tables and figures are included in Attachment F.

ATTACHMENTS

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ATTACHMENT D: FINANCIALLY CONSTRAINED INTERSECTION PROJECTS

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ATTACHMENT H: ASPIRATIONAL PROJECT LIST

ATTACHMENT A: FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION PROJECTS

TABLE 9: 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.

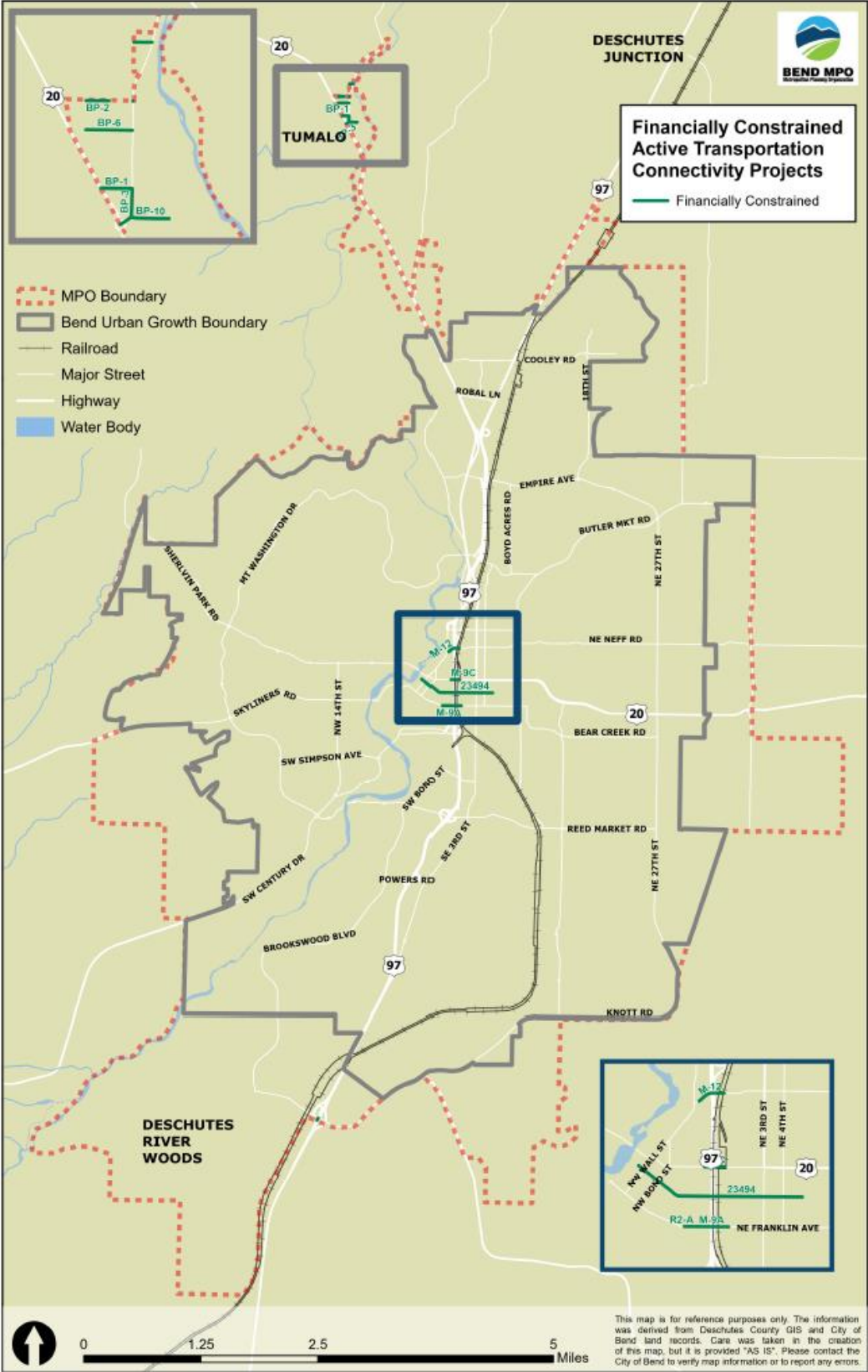


FIGURE 6. 2045 REFINED PROJECT LIST ACTIVE TRANSPORTATION CONNECTIVITY PROJECTS

TABLE 10: 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	Near-Term (0-5 Years)	
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		
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		Mid-Term (5-10 Years)
C4G	Active transportation crossing improvements: Canal/Garfield undercrossing	\$1,453,000		
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	

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

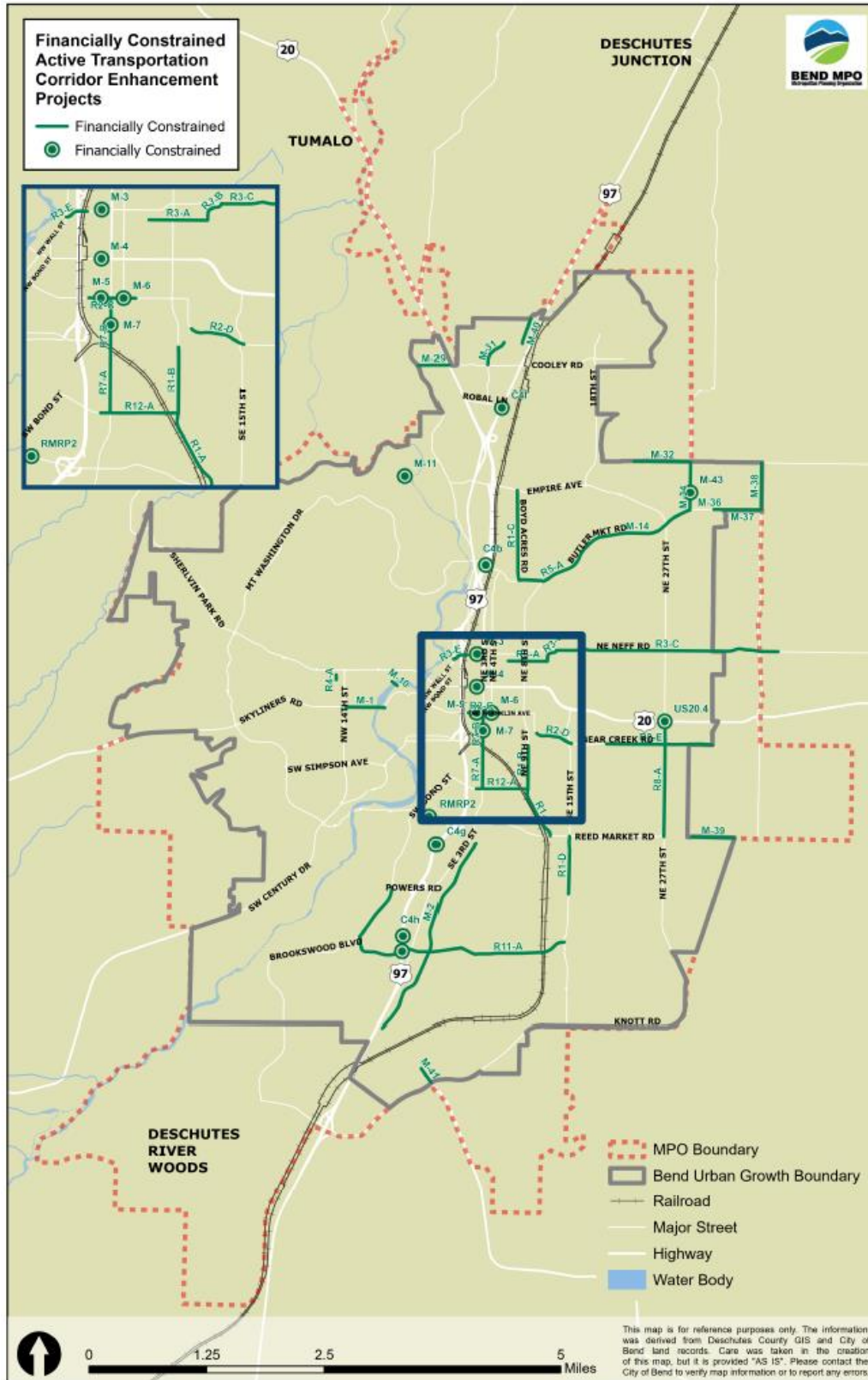


FIGURE 7. FINANCIALLY CONSTRAINED PROJECT LIST ACTIVE TRANSPORTATION CORRIDOR ENHANCEMENT PROJECTS

ATTACHMENT B: FINANCIALLY CONSTRAINED TRANSIT PROJECTS

TABLE 11: FINANCIALLY CONSTRAINED TRANSIT CONNECTIVITY PROJECTS

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	MTP PRIORITIZATION
NEW	Enhanced Access to Transit	\$8,000,000	Near-Term (0-5 Years)
MHCOC	Central Oregon Community College Mobility Hub	\$1,090,000	
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	

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

TABLE 12: FINANCIALLY CONSTRAINED TRANSIT SERVICE ENHANCEMENT PLAN

MAP ID	PROJECT DESCRIPTION	COST ESTIMATE ¹	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	

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

ATTACHMENT C: FINANCIALLY CONSTRAINED MOTOR VEHICLE PROJECTS

TABLE 13. 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	

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

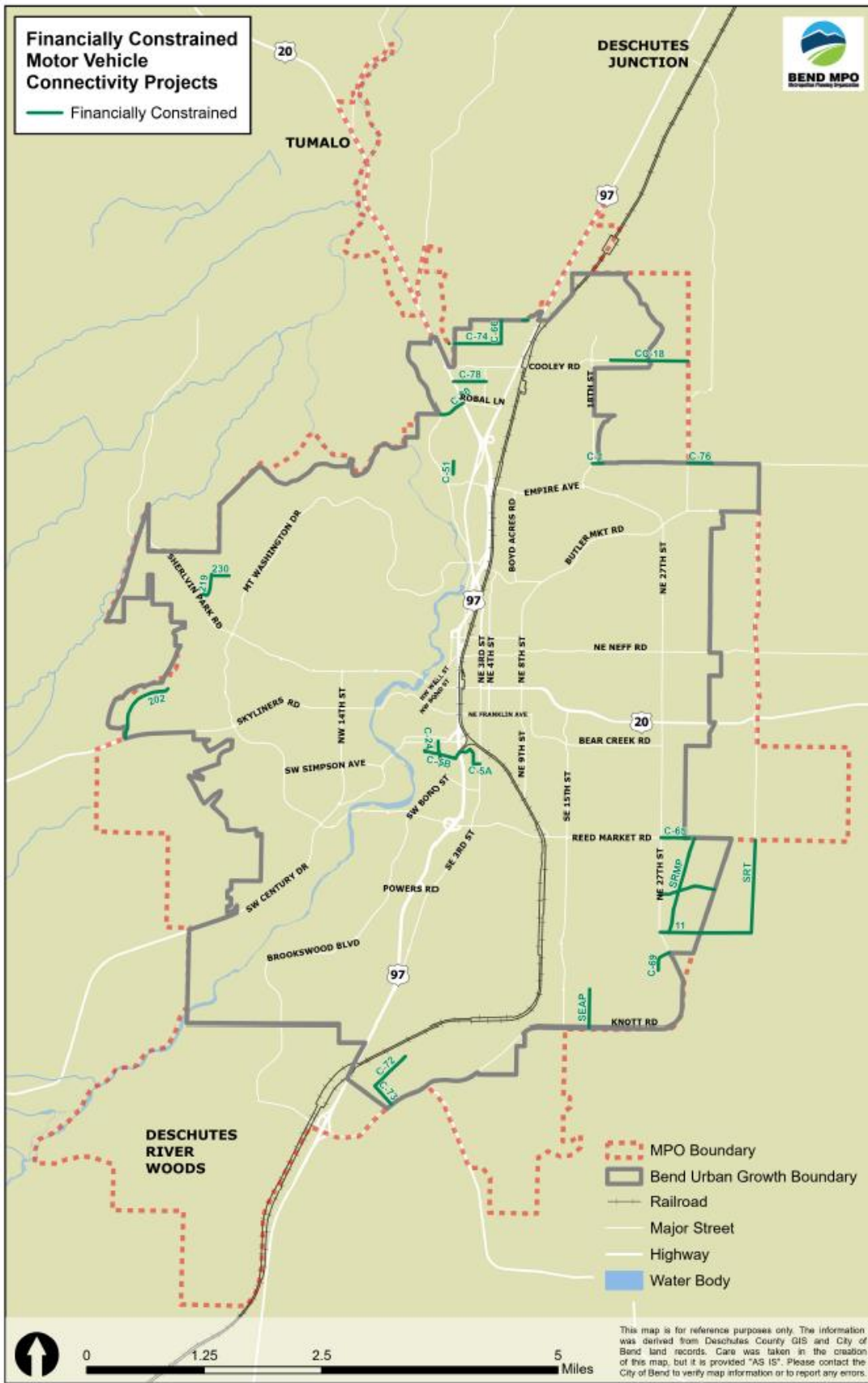


FIGURE 9. FINANCIALLY CONSTRAINED PROJECT LIST MOTOR VEHICLE CONNECTIVITY IMPROVEMENTS

TABLE 14. 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 – Phase 1	\$8,137,000	
RMRP5	Reed Market Road/ 3rd Street protected intersection & turn lanes	\$10,300,000	
C-3	O.B. Riley Road Arterial Corridor sidewalk infill from Hardy Road south to Archie Briggs Road	\$3,400,000	
22774	NE Norton Ave (Bend)	\$579,000	Near-Term (0-5 Years)
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-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-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	Mid-Term (5-10 Years)
RMRP1B	Reed Market Road/ Brookwood Boulevard/ Bond Street Turn Lane Improvement	\$700,000	
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	

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

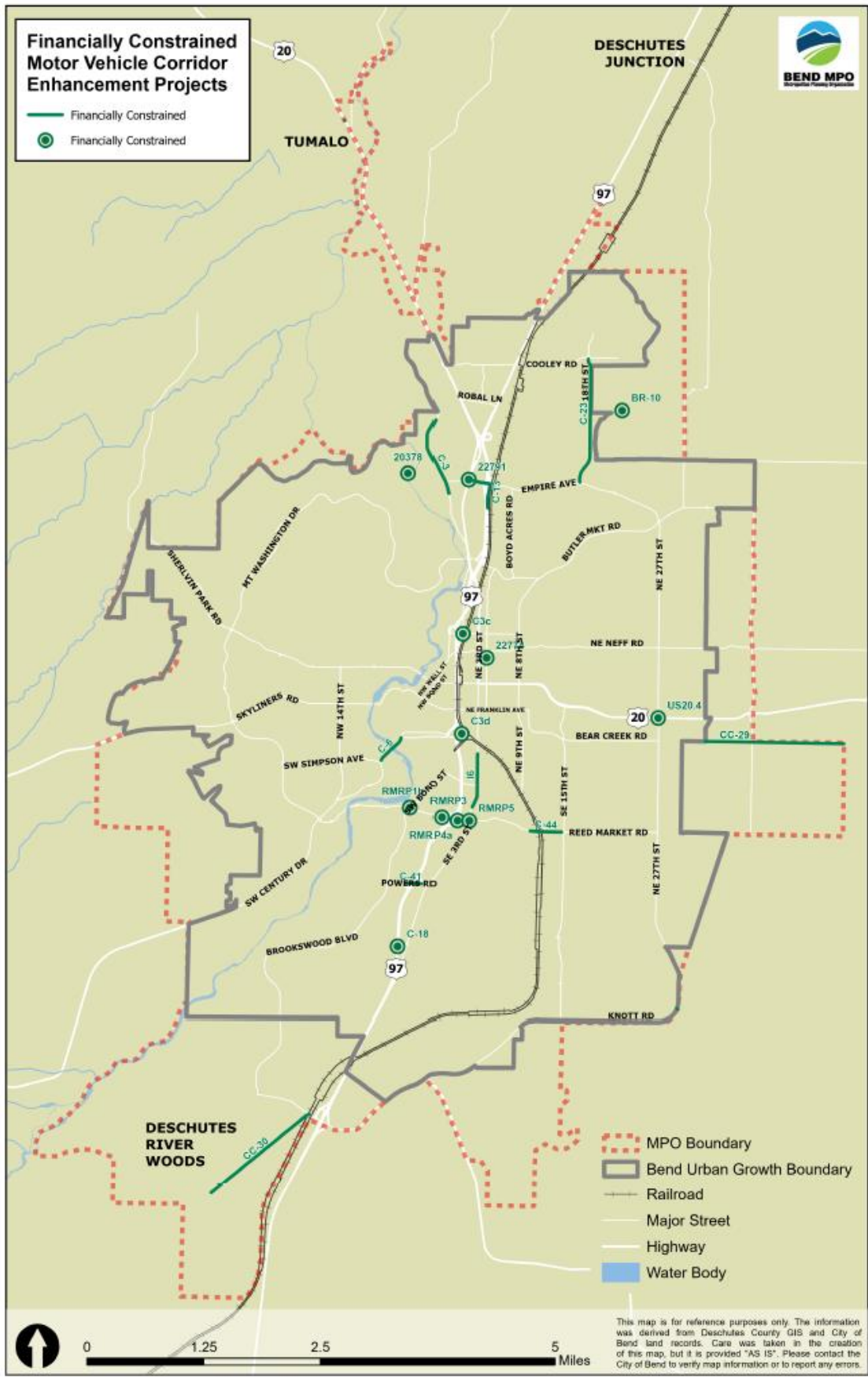


FIGURE 10. FINANCIALLY CONSTRAINED PROJECT LIST MOTOR VEHICLE CORRIDOR ENHANCEMENT PROJECTS

ATTACHMENT D: FINANCIALLY CONSTRAINED INTERSECTION PROJECTS

TABLE 15. 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.

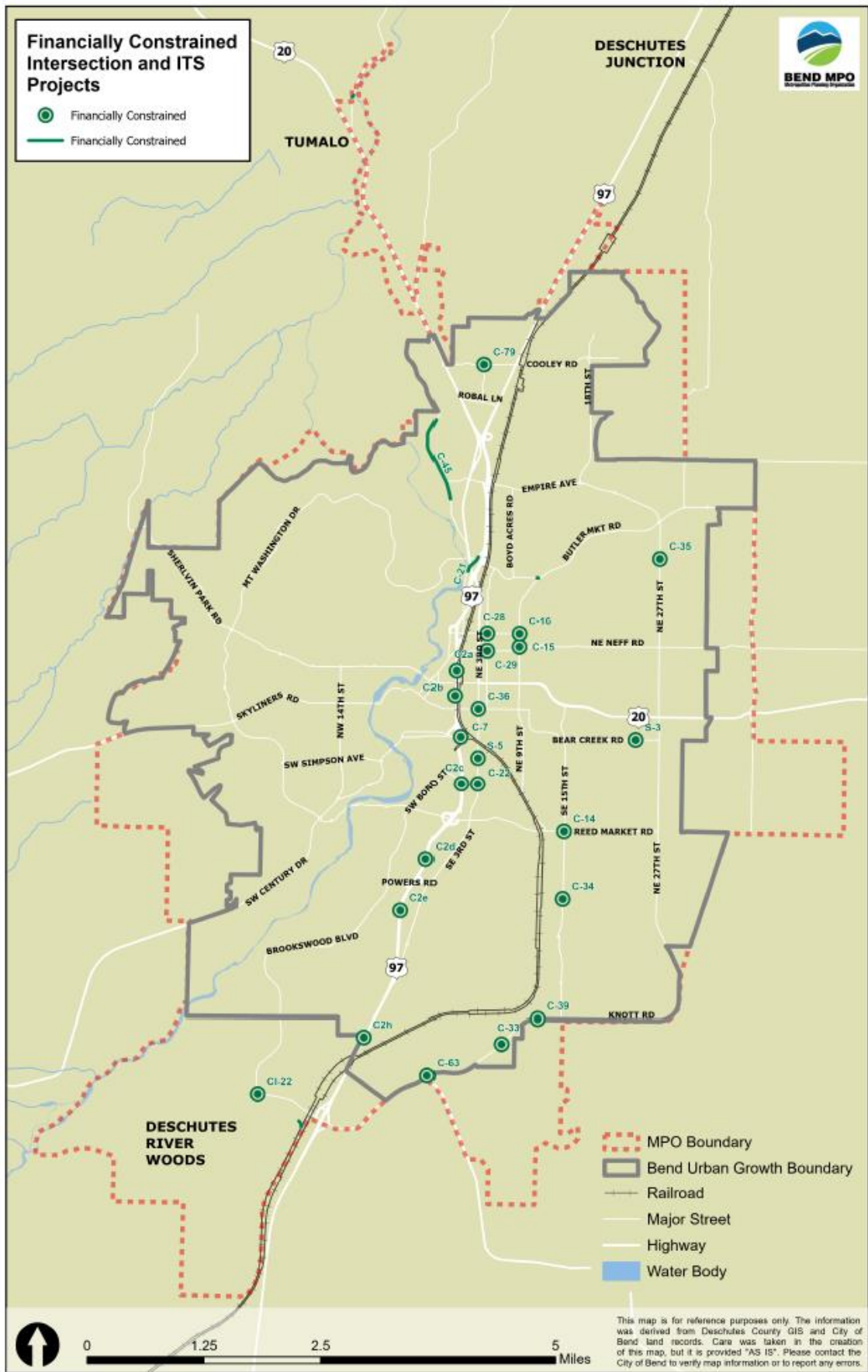


FIGURE 11. FINANCIALLY CONSTRAINED PROJECT LIST INTERSECTION PROJECTS

ATTACHMENT E: FINANCIALLY CONSTRAINED TECHNOLOGY PROJECTS

TABLE 16. 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.

ATTACHMENT F: FINANCIALLY CONSTRAINED PROPOSED STUDIES

TABLE 17. PROPOSED STUDIES

PROJECT ID	STUDY DESCRIPTION	COST ESTIMATE¹	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 18: 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.

ATTACHMENT H: ASPIRATIONAL PROJECT LIST

TABLE 19: ASPIRATIONAL ACTIVE TRANSPORTATION CONNECTIVITY PROJECTS

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
P69	DRT CONNECTOR TO SHEVLIN PARK	\$82,000
P75	POWERLINE TRAIL	\$755,000
P77	SOUTH DESCHUTES RIVER TRAIL (DRT) BUCK CANYON TRAILHEAD	\$3,625,000
P78	Tumalo Creek Trail	\$755,000
M-20	Knott Canal Crossing	\$846,000
P55	HANSEN TO BIG SKY PARK TRAIL	\$3,625,000
P56	MANZANITA TRAIL	\$48,000
P57	NEFF AND HAMBY RD. CROSSINGS	\$3,625,000
P61	RILEY RANCH NATURE RESERVE NEIGHBORHOOD ACCESS	\$151,000
P64	SHEVLIN PARK NORTH - TUMALO CREEK BIKE/PEDESTRIAN BRIDGE	\$755,000
P67	TRANSCANADA TRAIL	\$755,000
M-15A	Midtown Bicycle & Pedestrian Crossings: Greenwood Undercrossing Sidewalk Widening	\$8,087,000
M-15C	Midtown Bicycle & Pedestrian Crossings: Franklin Avenue Underpass	\$48,089,000
P10	DRT NORTH TRAILHEAD TO SERVE NEW DENSITY	\$320,000
P11	DRT KIRKALDY TO PUTNAM	\$72,000
P13	DRT GALVESTON TO MILLER'S LANDING	\$3,077,000
P14	DRT SOUTH URBAN GROWTH BOUNDARY (UGB) & BIKE/PEDESTRIAN BRIDGE	\$3,625,000
P35	RILEY RANCH NATURE RESERVE BIKE/PEDESTRIAN BRIDGE	\$1,200,000
P41	ARNOLD CANAL TRAIL AND TRAILHEAD DEVELOPMENT WITH POTENTIAL OFF-LEASH DOG TRAIL	\$645,000
P44	DISCOVERY WEST TRAIL	\$1,600,000
P45	HANSEN PARK TRAILHEAD	\$755,000
P47	HIGH DESERT PARK TRAILS	\$258,000
P49	NORTH UNIT CANAL TRAIL	\$512,000
P50	PILOT BUTTE CANAL TRAIL	\$198,000
P6	CENTRAL OREGON HISTORIC CANAL TRAIL FROM BLAKELY ROAD TO HANSEN PARK	\$798,000
P7	CENTRAL OREGON HISTORIC CANAL TRAIL FROM HANSEN PARK TO EASTGATE PARK	\$178,000
P8	CENTRAL OREGON HISTORIC CANAL TRAIL FROM EASTGATE PARK TO THE BADLANDS	\$755,000
P9	DRT PUTNAM TO RILEY RANCH NATURE RESERVE BIKE/PEDESTRIAN BRIDGE	\$155,000

TABLE 20: ASPIRATIONAL ACTIVE TRANSPORTATION CORRIDOR ENHANCEMENT PROJECTS

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
M-18	Eagle Road Functional Urban Upgrade	\$16,856,000
M-19	Knott Road Urban Upgrade from China Hat Road to 15th Street	\$18,134,000
M-21	SE 27th Street rural road upgrade from Reed Market Road to Ferguson Road	\$3,560,000
M-22	SE 27th Street rural road upgrade from Ferguson Road to Diamondback Lane	\$770,000
M-23	SE 27th Street rural road upgrade from Diamondback Lane to access road	\$128,000
M-24	SE 27th Street rural road upgrade from access road to Knott Road	\$1,668,000
M-25	Knott Road rural road upgrade from 15th Street to Raintree Court	\$642,000
M-26	Knott Road rural road upgrade from Raintree Court to SE 27th Street	\$7,059,000
M-27	Knott Road rural road upgrade south of China Hat Road	\$385,000

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
US20.2	US 20/ NE 8th Street Pedestrian, Bicycle and Transit Improvements	\$2,100,000
M-16	Revere Avenue/2nd Street Intersection improvement	\$244,000
R11-A	Murphy Road: Powers Road to 15th Street Shared Use Path	\$2,533,000
20391	US 20: Empire- Greenwood (3rd St, Bend)	\$2,034,000
21489	US20: 3rd St- 15th St (Greenwood, Bend)	\$6,427,000
22442	Sisters and Bend Curb Ramps	\$17,633,000
RMRP6A	3rd Street/ Brosterhous Road: Striping and lighting	\$130,000

TABLE 21. ASPIRATIONAL MOTOR VEHICLE CONNECTIVITY PROJECTS

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
C-58	Ponderosa Street / China Hat Road overcrossing	\$17,437,000
C-48	New North Frontage Road near Murphy Road	\$6,931,000
C-49	New South Frontage Road near Murphy Road	\$17,712,000
C-50	Britta Street extension (north section)	\$3,465,000
C-2	Purcell Boulevard extension From Full Moon Drive to Jackson Avenue	\$2,937,000
C-64	US 97 Frontage Road (Ponderosa to Baker Road)	\$7,614,000
C-25	Brentwood Avenue extension from Whitetail St to American Lane	\$2,779,000
S-6	Deschutes River Woods South US 97 Interchange	\$46,453,000

TABLE 22. ASPIRATIONAL MOTOR VEHICLE CORRIDOR ENHANCEMENT PROJECTS

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
B-19	Hamby Road Corridor Safety Improvements from Stevens Rd to Butler Market Rd	\$29,000,000
C-54	3rd Street railroad undercrossing widening	\$15,926,000
C-40	US 97 North parkway extension (Phase 2)	\$34,874,000
C-43	15th Street corridor safety and capacity improvements from US 20 to Reed Market - Includes roundabout at Wilson	\$15,228,000
C-6B	Colorado Avenue corridor capacity improvements from Simpson Avenue to Arizona Avenue - Phase 2	\$16,274,000
C-52	Mervin Sampels Road / Sherman Road Collector Corridor upgrade	\$7,829,000
C-53	27th Street Arterial Corridor upgrade from Bear Creek Road to Ferguson Road	\$10,390,000
PHASE 1	US 97 Baker Interchange West Side Improvements	\$15,182,000
PHASE 2	US 97 Baker Interchange Bridge and East Side Improvements	\$23,798,000
F-7	China Hat Road Widen and Overlay	\$975,000
C-55	Country Club Road Urban Upgrade from Knott Road to Murphy Road	\$12,671,000
C-56	Powers Road urban upgrades from 3rd Street to Parrell Road	\$1,208,000
C-57	Powers Road urban upgrades from Brookwood Boulevard to 3rd Street	\$5,074,000
US20.3	US 20/ NE Purcell Boulevard Widening and Turn Lane Addition	\$800,000
US20.5	US 20/ Hamby Road Right Turn Bypass lane addition	\$800,000
RMRP4B	Reed Market Road/ US 97 Northbound Ramps/ Division Street: Separate Northbound Entrance Ramp	\$9,400,000
C-9	Revere Avenue interchange improvements	\$9,881,000
21756	US 20: Central Oregon Hwy Culverts Corridor	\$533,000
22607	Revere Ave Rail Crossing (Bend) - Study	\$500,000
22776	US 97: Redmond-Bend Phase 2	\$9,309,000
RMRP1A	Reed Market Road/ Brookwood Boulevard/ Bond Street Turn Lane Improvement	\$4,000,000
97.A	Tight Urban Diamond Interchange US 97 North Interchange	\$81,212,000
NEW-1	Ward Road Upgrade - US 20 to Stevens Road	\$15,300,000

TABLE 23. ASPIRATIONAL INTERSECTION PROJECTS

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
C-59	Hawthorne Avenue/3rd Street Intersection improvement	\$4,417,000
C-60	Century Drive/Skyline Ranch Road roundabout	\$4,301,000
C-61	Mt. Washington Drive/Metolius Drive roundabout	\$4,301,000
S-7	Empire Avenue/Jamison Street Turning Restrictions	\$129,000
RMRP6B	3rd Street/ Brosterhus Road Protected Intersection	\$750,000
C-46	4th Street/Butler Market Road intersection improvement	\$4,470,000
C-8	Portland Avenue corridor project from College Way to Deschutes River; assumes two intersection improvements	\$20,576,000
S-4	US 97/Powers Road interim improvements identified by TSAP	\$128,000

TABLE 24. ASPIRATIONAL TECHNOLOGY PROJECTS

PROJECT ID	PROJECT DESCRIPTION	COST ESTIMATE
102	US 97 Safe and Smart Corridor	\$1,331,000
104	Hwy 20/ Greenwood Ave Smart Corridor	\$3,552,000
105	27th Street Safe and Smart Corridor	\$2,662,000
108	Wall Street and Bond Street Fiber Communications	\$1,584,000
109	Century Drive Safety and Efficiency Improvements	\$3,801,000
111	Hwy 97 Active Traffic Management (ATM) and Integrated Corridor Management	\$3,405,000
112	Revere Ave Fiber Communications	-
203	Deploy video traffic counting stations at bottleneck locations to monitor traffic and collect traffic volume data.	\$534,000
701	Regional Data Warehouse	\$742,000
802	Congestion Warning System	\$297,000
C-37	3rd Street/Powers Road signal modification	\$604,000
C-38	3rd Street/Badger Road signal modification	\$604,000
22767	Driver Feedback Signs (Deschutes County)	\$1,033,000
22739	US 97: I-84 to California Border	\$5,809,000
22742	US 20: from US101 to the Idaho border	\$8,971,000
101	3rd Street Safe and Smart Corridor	\$1,651,000
113	Neff Road Fiber Communications	\$416,000
114	Empire Ave Fiber Communications	\$1,515,000
115	Purcell Blvd Fiber Communications	\$398,000
501	OID CAD 911 BUS Upgrade	\$0
503	Rapid Response Situational Awareness Capabilities Responder Video System	\$119,000

TABLE 25: ASPIRATIONAL PROGRAMS (CAPITAL FUNDING)

PROJECT ID	PROGRAM AND PLAN DESCRIPTION	COST ESTIMATE
1.2	Acquire low-floor buses as part of new/replacement vehicle purchases and prioritize on routes with high levels of wheelchair boardings and/or ridership.	\$92,997,000
2.4	Adopt bus stop amenity design standards, e.g., based on PTP Figure 8-4	\$2,992,000
201	Multi-Agency regional Operations Center	\$1,162,000
P-2	TDM Program for major employers and institutions - Initial Study	\$232,000
P-2	TDM Program for major employers and institutions - Annual Implementation Cost	\$3,487,000
P-7	Parking pricing and management in downtown Bend - Equipment Purchase	\$1,162,000

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News from the City of Bend

BMPO Transportation Project Amendment - Public Comment Period

Post Date: 05/31/2024 3:25 PM

News Release

For Immediate Release

May 31, 2024

BMPO Notice of Metropolitan Transportation Improvement Program (MTIP) Amendment

21-Day Public Comment Period Open Until June 20, 2024

The [Bend Metropolitan Planning Organization \(BMPO\) Policy Board](#) will consider approval of one amendment to the MTIP at their next meeting, on June 21, 2024, at 12:00 p.m. Public comments can be submitted via email for the next three weeks to kkennedy@bendoregon.gov, or during Public Comment at the hybrid (in-person/online) BMPO Policy Board meeting.

In-person meeting information, including a Zoom link to attend online, will be posted to the [BMPO Policy Board webpage](#) one week prior to the meeting date.

Summary of Amendment

PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
22742	US20: from US101 to the Idaho border. Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US20 from US101 to the Idaho border, to provide	\$8,971,000	Add project to the BMPO MTIP due to minor project locations within the MPO boundary.

PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
	electric vehicle drivers with reliable and fast charging.		

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**BMPO** Bend Metropolitan
Planning Organization

MEMO

TO: BEND MPO POLICY BOARD

FROM: ANDREA NAPOLI, SENIOR PLANNER, MPO STAFF

DATE: JUNE 10, 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. Many 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 and backfilled with Transportation Utility Fee (TUF) dollars.

Main Take-away & Next Steps

- For 2023-2027, no net changes to MPO funding distribution to awarded projects and MPO reserves and efforts.
- For 2027-2030 MTIP cycle, MPO will need to revisit funding distributions to meet the lower SHF funding allocations.