



Metropolitan Transportation Improvement Program (MTIP)

Federal Fiscal Years 2027 through 2030 (October 1, 2026 – September 30, 2030)





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From the Bend Metropolitan Planning Organization (BMPO)



The preparation of this report has been funded in part by the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Oregon Department of Transportation (ODOT). BMPO staff and members of the BMPO Policy Board and BMPO Technical Advisory Committee (TAC) are solely responsible for the material contained herein.

By adopting the 2027-2030 MTIP, the BMPO Policy Board selects the projects identified in the 2027-2030 MTIP Project List (Tables 6-9) for implementation and approves the project funding as scheduled. No additional action by the Policy Board is required for the projects and programs to proceed as adopted.



Resolution 2026-03

Bend Metropolitan Planning Organization (BMPO) Policy Board

For the purpose of adopting the Metropolitan Transportation Improvement Program (MTIP) for federal fiscal years 2027 through 2030 (FFY27-FFY30).

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an urban area, named the Bend Urbanized Area; and

WHEREAS, the State of Oregon has designated representatives of the said areas, together with a representative of ODOT, as the BMPO Policy Board to carry out the metropolitan transportation planning process; and

WHEREAS, among the major requirements of the metropolitan transportation planning process is the development of an MTIP that enumerates priority transportation projects in the Bend Urbanized Area; and

WHEREAS, the BMPO has developed a FFY27-FFY30 MTIP in coordination with ODOT and the local transit provider in compliance with all applicable federal and state requirements; and

WHEREAS, the FFY27-FFY30 MTIP meets the federal requirement of financial constraint; and

WHEREAS, the public has been notified and afforded reasonable opportunity to review and comment on the content of the FFY27-FFY30 MTIP.

NOW, THEREFORE, BE IT RESOLVED, that the BMPO Policy Board approves and adopts the FFY27-FFY30 MTIP and directs staff to submit the document to ODOT for inclusion in the FFY27-FFY30 Statewide Transportation Improvement Program.

Adopted by the BMPO the 17th of April 2026.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 17th of April 2026.

Ariel Méndez, BMPO Chair

Witness:

Tyler Deke, BMPO Manager



BMPO Members¹ and Staff

BMPO Policy Board

- Ariel Méndez, Chair, City of Bend
- Phil Chang, Vice Chair, Deschutes County
- Mike Riley, City of Bend
- Emerald Shirley, ODOT Region 4
- Bob Townsend, Cascades East Transit (CET)*

BMPO Technical Advisory Committee (TAC)

- Quinn Keever, Bend Park and Recreation District (BPRD)
- Paul Dean, Bend-La Pine Schools (BLS)
- Tyler Deke, BMPO*
- Bob Townsend, CET
- Josh Clawson, Central Oregon Community College*
- Susanna Julber, City of Bend
- James Dorofin, Community Member
- Sydney Forbes, Community Member
- Brian Potwin, Commute Options
- Tarik Rawlings, Deschutes County
- Neil Baunsgard, Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC)
- Ken Shonkwiler, ODOT Region 4
- Casey Bergh, Oregon State University-Cascades
- Jasmine Harris, FHWA*
- Danielle Casey, FTA*
- Angie Brewer, Oregon Department of Land Conservation and Development (DLCD)*

¹ Nonvoting members indicated by an asterisk.



BMPO Budget Committee

- *All members of the BMPO Policy Board*
- Greg Bryant, Community Member
- James Dorofi, Community Member
- Sydney Forbes, Community Member
- Janet Gregor, Community Member
- Patrick Walsh, Community Member

BMPO Staff

- Tyler Deke, Manager
- Andrea Napoli, Senior Planner
- Kelli Kennedy, Program Coordinator



About the BMPO

The BMPO was formed in December 2002 when the Bend area reached a population of 50,000². It is the lead agency for regional transportation planning and the decision-making body for federal and state transportation funding for the Bend Urbanized Area, in Deschutes County. The organization is charged with maintaining and conducting a continuing, cooperative, and comprehensive (3C) transportation planning process for the BMPO area³. The purpose of this type of process is to develop plans and programs that consider all transportation modes and support community development and social goals.

BMPO Boundary

The BMPO boundary includes the area within the City of Bend urban growth boundary (UGB), abutting areas designated as urban areas by the 2020 Census, and areas that may be annexed into the city to accommodate growth and anticipated development over the next 20 years.

In November 2024, adjustments to the BMPO boundary were approved by the BMPO Policy Board. The adjusted boundary received final approval at the state level in January 2025.

To view the BMPO boundary in more detail, visit the [BMPO website](#).

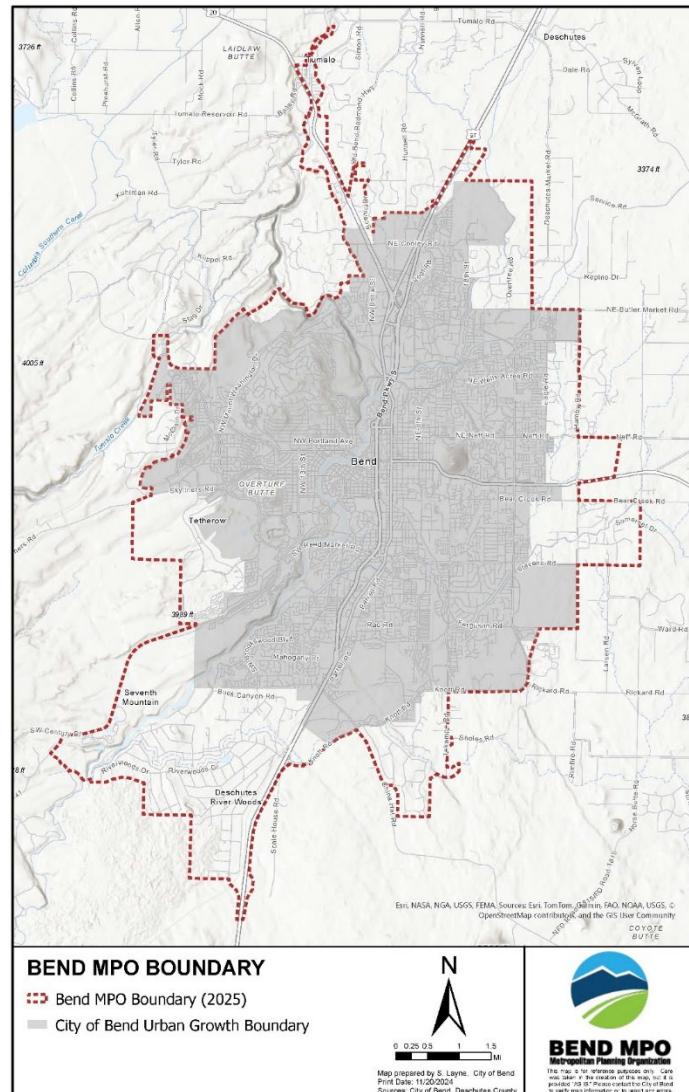


FIGURE 1: MAP OF THE BMPO BOUNDARY, AS APPROVED IN JANUARY 2025.

² The 2000 U.S. Census identified the Bend area as an urban area with a population over 50,000. This resulted in the establishment of the BMPO, as required by the Code of Federal Regulations (CFRs), Title 23, Part 450 (23 CFR 450). To learn more, refer to [23 CFR Part 450 – Planning Assistance and Standards](#). The BMPO area is the area within the BMPO boundary.

³ See [23 CFR 450C](#) for more information on planning process requirements.



BMPO Coordination Role

While most Metropolitan Planning Organizations (MPOs) are not the implementing agencies for projects, they provide an overall coordination role in planning and programming funding for projects and operations located at least partially within their MPO area.

Because the BMPO boundary includes land within the Bend UGB and areas just beyond, and because the primary function of an MPO is to conduct a 3C transportation planning process, BMPO planning efforts most frequently involve coordination with the following jurisdictions:

- CET
- City of Bend
- Deschutes County
- ODOT

However, participation in the BMPO planning process is not limited to these jurisdictions. It also often involves BMPO committees, the membership of which includes representation from the community and a broad range of local government and transportation agencies. For special projects, additional coordination may occur to ensure planning involves appropriate representation for specific issues or areas (e.g., emergency response).

Some of the coordination involved in the planning process occurs as each agency updates their respective planning documents, in compliance with state requirements for transportation and land use planning. However, further coordination often occurs on a project-by-project basis between staff, planners, and engineers.

BMPO Organizational Structure

The BMPO operates as an entity separate from participating jurisdictions, and no single jurisdiction dominates BMPO decision-making processes. BMPO committees play an integral role in determining the goals and outcomes of BMPO work.

BMPO COMMITTEES

BMPO Policy Board

The BMPO Policy Board meets monthly and consists of five members – four voting and one nonvoting. The membership includes two Bend City Councilors, one Deschutes County Commissioner, one regional representative from ODOT, and one representative from CET. The board oversees BMPO processes and aids in setting transportation planning policies and priorities for each jurisdiction. These planning efforts are coordinated with FHWA and FTA. More information about the BMPO Policy Board and its role is available on the [BMPO Policy Board webpage](#).

BMPO Technical Advisory Committee (TAC)



The BMPO TAC meets monthly and has 16 members, 11 of which are voting members. While TAC members are primarily public works and planning staff, there are also two community members on the committee. This committee is responsible for most of the technical details of BMPO transportation planning and as such reviews transportation documents produced by BMPO staff and advises the Policy Board on technical transportation issues. To learn more about the BMPO TAC, visit the [BMPO TAC webpage](#).

BMPO Budget Committee

The BMPO Budget Committee meets annually and has 10 voting members – five community members plus all five members of the BMPO Policy Board. This committee reviews the BMPO proposed budget each fiscal year⁴ and makes a recommendation to the Policy Board regarding its adoption. To learn more, visit the [BMPO Work Plan & Budget webpage](#).

BMPO STAFFING

The BMPO has three dedicated staff members. Additionally, it has an intergovernmental agreement (IGA) with the City of Bend, which establishes the City as the BMPO's administrative and fiscal agent.

BMPO Federal Requirements

The BMPO relies on the federal framework⁵ for handling and distributing funding, and it is required to show approved budgeted amounts and actual costs incurred. Federal regulations also define the transportation planning, programming, reporting, and monitoring requirements for the BMPO⁶.

Federal legislation for the BMPO requires the following basic functions and plans:

- Coordination of transportation decisions among local jurisdictions, state agencies, tribal governments, and area transit operators
- Development and maintenance of an annual budget
- Development and maintenance of an annual or biennial work program⁷

⁴ The BMPO fiscal year aligns with the state fiscal year (SFY), which runs from July 1 of one calendar year through June 30 of the next.

⁵ This framework is detailed under [Title 23 – Highways](#) and [Title 49 – Transportation](#) of the CFRs.

⁶ Federal requirements for the metropolitan transportation planning and programming process are detailed in [23 CFR 450](#) and [49 CFR 613](#), while [23 CFR 420.117](#) defines requirements for reporting and program monitoring. In Oregon, cities and counties within MPOs have additional growth management and land use planning requirements.

⁷ If a biennial work program, it must be updated mid-cycle.



- Development and maintenance of a long-range Metropolitan Transportation Plan (MTP)⁸
- Development and maintenance of a short-range MTIP
- Development of a Public Participation Plan
- Development of a Title VI Plan

Additionally, there are federal regulations that detail what must be covered and included in each of these required processes and plans.

⁸ An MTP covers a planning horizon of at least a 20-years and is required to be updated at least every 5 years. The BMPO MTP, which was last updated in September 2024 and covers a 20-year period, is available on the [BMPO MTP webpage](#).



BMPO MTIP

Introduction

An MTIP is a short-range listing of transportation projects (or project phases) and programs⁹ that are scheduled for delivery within an MPO area. MPOs are federally required to develop an MTIP at least every four years, and each MTIP must cover a period of at least four years¹⁰. Each new MTIP overlaps its preceding MTIP by one year. This is because listings in the final year of one MTIP represent tentative plans and are included solely for informational purposes, whereas listings for that same year in the subsequent MTIP represent confirmed plans.

Specific requirements for the MTIP are outlined in various regulations developed by FHWA and FTA, which provide a framework for MTIP development and amendment processes and determine what information must be included in the MTIP.

As it relates to development of the MTIP, federal regulations identify the frequency with which the program must be developed as well as the number of years that must be covered by the MTIP. The regulations also determine which jurisdictions are to be involved in MTIP development and amendment processes, general requirements around including the public and interested parties in these processes, and the levels of approval required for the adopted/amended MTIP to take effect.

Regarding the information that is required to be included in the MTIP, federal regulations establish the criteria for determining which projects must be listed, the level of project detail and financial information that is to be provided for each listed project, and requirements related to demonstrating financial constraint. The rules also outline how the MTIP must align with other plans and programs and what the MTIP must include for the purpose of demonstrating its use as a tool to monitor and measure progress toward achieving long-range BMPO area goals and statewide transportation goals.

This MTIP document is compliant with the applicable federal regulations for MTIPs and for transportation planning in the BMPO area. In the subsequent sections of this document, the key federal requirements are addressed. Additional information about the federal regulations for this program, including specific references, is provided in Appendix B.

⁹ Throughout this document, the terms “project/s” and “improvement/s” are used to refer generally to projects, project phases, and programs without distinction unless necessary within a specific context.

¹⁰ MTIP periods are aligned with federal fiscal years, which run from October 1 of one calendar year through September 30 of the next.



Overview

The BMPO typically develops a new MTIP every three years. This 2027-2030 BMPO MTIP covers the four-year period of October 1, 2026, through September 30, 2030. It overlaps the 2024-2027 MTIP, which was adopted in May 2023, by one year.

The following sections of this document explain the purpose of the BMPO MTIP, how it is developed and amended, and how the BMPO includes stakeholders throughout those processes. The way in which the MTIP is used as a tool to monitor and measure progress toward meeting long-range transportation goals is also covered.

This program lists transportation projects scheduled for delivery during the 2027-2030 period, and it demonstrates financial constraint by providing information about the funding programmed for those projects.

This MTIP is consistent with the BMPO MTP and the ODOT Statewide Transportation Improvement Program (STIP), as federally required.

Purpose

The main purpose of this document is to outline which transportation projects are prioritized for delivery in the 2027-2030 period in order to advance the long-range transportation goals for the BMPO area. It serves to demonstrate consistency between short-range transportation programming and long-range transportation planning by identifying how the selected projects help implement the long-range goals identified in the BMPO MTP.

The MTIP development process also involves committing transportation funding to specific transportation projects in the period covered. This demonstrates a reasonable expectation of project delivery and provides public transparency around federal spending on area transportation improvements. With regionally significant transportation improvements included in the project list when programmed, the MTIP also serves to illustrate a regional commitment to providing specific funding amounts to transportation improvements¹¹.

¹¹ Note that these commitments do not necessarily satisfy full funding needs for the completion of the projects listed, as some projects may be phased over multiple years and/or program periods.



Process

As noted above, MPOs are federally mandated to follow a 3C planning process. BMPO processes, including the following processes outlined for developing and amending the MTIP, are designed to carry out this delegation.

DEVELOPMENT PROCESS

The BMPO MTIP development process identifies which of the projects listed in the BMPO long-range plan, the MTP, will be prioritized to receive funding during each year of the short-range MTIP period. Federal regulations require the MTIP development process to involve cooperation with the State and the public transportation operator for the area. The development process must also include reasonable opportunity for the public, local agencies, and other interested parties to review and comment on the proposed MTIP prior to its adoption.

Development of the BMPO MTIP begins with coordination between BMPO, ODOT, and CET (the area's public transportation operator) to develop a draft project list and establish compatible MTIP and STIP¹² development timelines. This coordination, which may also involve other local agencies, helps ensure the appropriate projects and funding are programmed. It also ensures the development of the portion of the STIP that is located within the BMPO area is coordinated between ODOT and BMPO, and that the MTIP will be approved in time for incorporation into the STIP.

When these initial efforts are complete and a draft MTIP has been developed, additional coordination occurs. First, the BMPO TAC advances MTIP development by reviewing and commenting on the project list, financial information, and document content. This helps validate and/or refine the technical details of the program. It also helps verify programmed improvements are consistent with the long-range transportation planning goals that are identified in the MTP to help address a comprehensive set of local transportation planning needs.

The BMPO Policy Board is also involved in the MTIP development process. Since the board formally represents the jurisdictions in the BMPO area, their role is important for confirming the program aligns with transportation planning policies and priorities of the jurisdictions represented. It is also necessary to verify the programming advances progress toward achieving long-range goals.

In addition to the above coordination, the public, local agencies, and other interested parties are provided with reasonable opportunity to review and comment on the document (see the Public Outreach and Engagement Process section of this document for more detail).

¹² The STIP is state listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. The ODOT STIP includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle, and pedestrian projects. It also includes projects on federal lands in Oregon.



Comments received during the various stages of review are taken into consideration and incorporated as appropriate into the draft MTIP. The refined draft MTIP is then presented to the BMPO TAC, along with a proposal to consider recommending it for local adoption, by the Policy Board. If recommended, the proposed MTIP is then presented to the BMPO Policy Board, along with a request for consideration of adoption.

The locally adopted MTIP is submitted to ODOT for incorporation into the STIP. The Governor of Oregon then considers approval of the MTIP by way of adopting the STIP.

The adopted MTIP, which is required to be made readily available to the public, is posted to the [**BMPO MTIP and Annual Obligation Report webpage**](#).

Following is a summary list of the key steps involved in the MTIP development process:

- BMPO, ODOT, and CET staff coordinate to develop a draft project list and establish compatible development timelines for the MTIP and STIP
- BMPO TAC reviews and comments on the draft MTIP
- BMPO Policy Board reviews and comments on the draft MTIP
- BMPO staff conduct a public process and receive additional comments on the draft MTIP
- BMPO staff refine the draft MTIP based on comments received
- BMPO TAC decides whether to recommend the proposed MTIP for adoption
- BMPO Policy Board decides whether to adopt the proposed MTIP
- ODOT incorporates the locally adopted MTIP into the draft STIP
- Governor of Oregon decides whether to approve the locally adopted MTIP, by way of adopting the proposed STIP

AMENDMENT PROCESS

The MTIP is a living document, meaning that it is amended as needed after adoption and throughout the program period. Most commonly, amendments to the MTIP involve changes to projects and funding. However, it is occasionally necessary to modify other content contained within the document or its appendices. This section provides an overview of the processes for project amendments (changes to projects and project funding) and document amendments (changes to document content outside the project list).

All amendments to the MTIP are coordinated between the BMPO and ODOT, helping ensure consistency between the MTIP and STIP is maintained.

Project Amendments

Amendments to projects and funding which are either already programmed or may need to be programmed in the MTIP are submitted to BMPO staff for review. There are two categories of project amendments – administrative and full. The changes involved in a proposed amendment determine how it is categorized and processed.



Administrative project amendments involve relatively minor modifications to projects already listed in the MTIP. These may be technical adjustments, such as correcting typing errors, adding missing data, or making minor revisions to the name or scope of a project (e.g., to better fit naming conventions). These may also include adjustments to project schedules, such as advancing or slipping approved projects or project phases within the current MTIP or adding/canceling approved project phases without affecting financial constraint.

Amendments of this type are processed internally by staff and do not require a formal public process or Policy Board approval. However, staff may summarize these amendments to the Policy Board and/or TAC for informational purposes.

Full project amendments involve more significant programming modifications, such as adding or cancelling projects, making major revisions to the scope of a project, or increasing/decreasing project funding to the extent that it affects financial constraint.

Amendments of this type require a formal public process and Policy Board approval prior to processing.

Because a wide variety of modifications are possible within these two broad amendment categories, the BMPO uses the MTIP Amendment Matrix¹³ in Appendix C to make sure amendments are categorized and processed in a consistent and transparent manner. The Amendment Matrix has been developed to identify the classification of the most likely modifications to occur.

For informational purposes and public transparency, the BMPO regularly publishes an updated MTIP project list and a log of all MTIP amendments that have been processed since adoption of the program. These documents are made available alongside the adopted MTIP on the BMPO website.

Document Amendments

As with project amendment categories, amendments to the other content in the MTIP document and appendices are divided into two groups – administrative and full.

Administrative document amendments involve a limited range of potential changes. These may include minor updates and technical corrections, such as resolving typing errors or inconsistencies and adding necessary clarifying information (provided the clarification aligns with the meaning/intent of the adopted content). When necessary, updates to information sourced from other approved BMPO

¹³ The MTIP Amendment Matrix shown in Appendix C is generally aligned with the ODOT-FTA-FHWA Amendment Matrix, which is the tool developed by ODOT, FHWA, and FTA to determine how amendments to the STIP are processed. However, it may vary as deemed appropriate by the BMPO Policy Board, based on policies and priorities at the local level.



plans and projects (e.g., BMPO Public Participation Plan, BMPO Boundary Map) may also be processed administratively¹⁴.

As with administrative project amendments, administrative document amendments are processed internally by staff and do not require a formal public process or Policy Board approval. Staff may summarize these amendments to the Policy Board and/or TAC for informational purposes.

Full document amendments include significant changes to MTIP document content. These may involve changes required for federal compliance, changes to the MTIP Amendment Matrix (e.g., changing the categorization of existing items, adding/removing items), and revising performance measures and targets.

Like full project amendments, full document amendments require a formal public notification process and Policy Board approval prior to processing.

Regardless of the amendment type, the MTIP document is amended only when necessary for the purposes of maintaining federal compliance and program integrity¹⁵. If the MTIP document is amended, an appendix listing the changes is added to the amended document that is then made publicly available, alongside the originally adopted MTIP, on the BMPO website.

PUBLIC OUTREACH AND ENGAGEMENT PROCESS

As noted above, the MTIP development and amendment processes include opportunities for public involvement. For MTIP development and full amendments, this includes a formal public process. For administrative amendments, this includes periodic publication of the current project list and all amendments processed.

Public Outreach – MTIP Development

Development of the draft MTIP includes TAC and Policy Board review and discussion, which occurs in their regularly scheduled meetings that are open to the public. The meetings are noticed online¹⁶ and via email notification to BMPO interest groups (stakeholders, agency staff) and local media¹⁷, and the

¹⁴ BMPO plans and projects that serve as primary sources of information included in this document (e.g., BMPO Public Participation Plan, BMPO Boundary) involve their own public engagement and board approval processes.

¹⁵ Changes that are for visual purposes, such as updating logos, formatting, or decorative images, which are also considered administrative amendments, are only applied if necessary (e.g., for accessibility purposes) or otherwise if possible while concurrently applying other necessary/required amendments.

¹⁶ On the BMPO website, the [City of Bend events calendar](#), and on social media.

¹⁷ The Bulletin, a local newspaper, publishes a weekly list of public meetings. It includes TAC and Policy Board meetings.



draft MTIP is listed as a specific and readily identifiable agenda item. They may be attended in person or online, and they include opportunity for public comment.

In addition, the proposed MTIP undergoes a formal public notification process that includes a 21-day public comment period prior to Policy Board adoption¹⁸. Notice of the comment period and proposed document adoption date is provided on the **City of Bend News webpage** and delivered via email to subscribers and local media.

Other opportunities for public input on the projects listed in the MTIP arise indirectly, during the development of related agency plans and programs¹⁹.

Public Outreach – MTIP Amendments

Full amendments to the MTIP include a formal public notification process (see above Amendment Process section). As with document adoption, this process also includes a 21-day public comment period prior to Policy Board approval. Notice of the comment period and proposed amendment approval date is provided on the City of Bend News webpage and delivered via email to subscribers and local media.

Other opportunities for public input on full amendments to the MTIP also arise indirectly²⁰.

Response to Public Comment

Explicit consideration of, and response to, public comment received during the MTIP development process is federally required. All comments received from the public, staff, local agencies and jurisdictions, and other interested parties are first reviewed by staff. Comments requiring minor revisions (e.g., requests for additional or clarifying information) are addressed by staff. Comments on policy issues or specific projects are considered by the Policy Board at the meeting in which adoption of the proposed MTIP will be considered. The board also considers any comments provided during the Public Comment portion of that meeting.

The Policy Board and staff determine how to respond to comments received. If significant changes to the draft MTIP are recommended as a result of comments received, the document is revised and an

¹⁸ Prior to review and discussion of the draft MTIP by the TAC and Policy Board, the draft MTIP is also made publicly available. The draft document may be updated as it is refined following each step of the review process.

¹⁹ ODOT has a formal public process associated with development of the STIP. The City of Bend and Deschutes County also have public processes associated with the development of their respective Capital Improvement Plans (CIPs).

²⁰ This occurs as ODOT conducts their own process for amending the STIP. Depending on project location, other MPOs and/or jurisdictions may also conduct a public process before the changes associated with the full amendment can be implemented.



additional formal public notification process is conducted, repeating the same steps outlined for the initial notification process.

A log of comments received during development of this MTIP, and information about how each comment was addressed, is available in Appendix D.

Performance Goals, Measures, and Targets

FEDERAL FRAMEWORK

To provide more transparency in the selection and prioritization of transportation projects, federal legislation²¹ stipulates that a performance measurement framework must be used in the development of the MTIP and the MTP. This framework includes performance goals, performance measures (PMs), and performance targets. The goals are broad statements of what needs to happen, the measures serve specific metrics for gauging performance, and the targets provide quantifiable, time-bound values for tracking progress toward achieving the goal.

BMPO GOALS, PMS, AND TARGETS

The federal goal areas for the BMPO apply to roadways on the National Highway System (NHS)²² and to transit. These include:

- Highway Infrastructure Condition
- Highway Safety
- Highway System Reliability
- Transit Asset Management (TAM)
- Transit Safety

The BMPO has opted to support the ODOT-established PMs and targets used to assess the goals for highways – Highway Infrastructure Condition, Highway Safety, and Highway System Reliability. It has

²¹ Beginning with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing to the current Infrastructure Investment and Jobs Act (IIJA).

²² In the BMPO area, this includes:

- US20 within the boundary
- US97 within the boundary
- 3rd Street (Greenwood Avenue to Murphy Road)
- Reed Market Road (US97 to 27th Street)
- 27th Street (Reed Market Road to Empire Avenue)
- Empire Avenue (US20 to 27th Street)



also opted to support the CET-established PMs and targets used to assess the goals for local transit – TAM and Transit Safety²³.

There is at least one PM and target for each of these five goal areas, listed in the tables below. For each PM and target, the corresponding baseline (actual number reported) for the BMPO area is also listed.

Information pertaining to which PMs are supported by the projects listed in this MTIP is available in the Projects section of this document (see Table 10).

Highway

The ODOT-established PMs and targets for highway goals are based on an S-curve forecast trend²⁴ using five-year averages to achieve the vision of zero fatalities and life-changing injuries by 2035²⁵. These apply only to roadways located on the NHS and are updated every two years with a review leading up to the four-year target.

Highway Infrastructure Condition

Goal: to maintain the highway infrastructure asset system in a state of good repair.

TABLE 1: BMPO FEDERAL PMs AND TARGETS – HIGHWAY INFRASTRUCTURE CONDITION²⁶

PM	2024 Baseline	2025 Target
Pavement: percent of non-interstate NHS in Good Condition	13.7%	20.0%
Pavement: percent of non-interstate NHS in Poor Condition	5.2%	10.0%
Bridges: percent of NHS Bridges in Good Condition	57.7%	10.0%
Bridges: percent of NHS Bridges in Poor Condition	0.0%	3.0%

Highway Safety

²³ Reporting for other roads in the BMPO area is not required of the BMPO. However, other local reporting occurs. To learn more, refer to the [City of Bend Climate Friendly and Equitable Communities 2025 Major Report](#), the [City of Bend Transportation Data Hub webpage](#), and/or the [Deschutes County Pavement Preservation webpage](#).

²⁴ An S-curve forecast trend is a tool used for modeling construction progress, lifecycle, or adoption of infrastructure projects. Refer to Appendix A for more detail.

²⁵ At the time of this writing, the Oregon Transportation Safety Action Plan (TSAP) is undergoing an update with the 2035 target date expected to be extended to 2050.

²⁶ Data source: ODOT Construction Section and ODOT Bridge Program.



Goal: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

The following table identifies the 2024 baseline and the 2025 target (statewide, 5-year average) for each Highway Safety PM listed. The rates listed are per 100 million vehicle miles traveled (VMT).

TABLE 2: BMPO FEDERAL PMs AND TARGETS – HIGHWAY SAFETY²⁷

PM	2024 Baseline	2025 Target
Number of Fatalities	6	5
Fatality Rate	0.86	0.77
Number of Serious Injuries	64	25
Serious Injury Rate	9.13	4.00
Number of Non-Motorized Fatalities and Serious Injuries	11	5

Highway System Reliability

Goal: to improve the efficiency of the surface transportation system.

TABLE 3: BMPO FEDERAL PMs AND TARGETS – HIGHWAY SYSTEM RELIABILITY²⁸

PM	2025 Baseline	2025 Target
Travel Time Reliability: percent of person-miles traveled on non-interstate NHS that are reliable	92.4%	78.0%

²⁷ Data source: ODOT Transportation Data Section, Crash Analysis & Reporting Unit.

²⁸ Data source: ODOT Policy, Data & Analysis Division.



Transit

TAM

Goal: to maintain transit assets in a state of good repair.

The PMs and targets for TAM are recorded annually in the National Transit Database (NTD) and are intended to allow CET to better manage their portfolio of capital assets over time. This is meant to be accomplished by creating measurable goals that are tracked by CET and the BMPO. Table 4 includes the TAM PM and target applicable to CET, along with the baseline and target for each applicable asset.

TABLE 4: BMPO FEDERAL PMs AND TARGETS – TAM²⁹

PM	2024 Baseline ³⁰	Target
Revenue Vehicles (47): Percent that have met or exceeded their usable life benchmark (ULB)	<ul style="list-style-type: none">• Bus – 0.0%• Cutaway – 37.0%• Van – 33.3%	<ul style="list-style-type: none">• Bus – 25.0%• Cutaway – 25.0%• Van – 25.0%

²⁹ Data source: [FTA 2024 TAM Performance Tool](#).

³⁰ The numbers shown as the baseline/actual are those reported by CET for years 2023 or 2024.



Transit Safety

Goal: to achieve a reduction in transit-related fatalities, serious injuries, and safety events, and improve mechanical reliability.

Public transportation agencies are required to develop safety plans that include processes and procedures to manage safety risks effectively and proactively in their systems. The plan must include safety PMs and targets, which are required to be provided to MPOs to aid in the transportation planning process. Table 5 includes the Transit Safety PMs and targets identified for CET in the Central Oregon Intergovernmental Council (COIC) 2025 Public Transportation Agency Safety Plan (PTASP). The BMPO requests actual safety incident reports from CET every two years.

TABLE 5: BMPO FEDERAL PMs AND TARGETS – TRANSIT SAFETY³¹

PM	2025 Baseline	Target
Fatalities: total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode	<ul style="list-style-type: none">• Fixed Route Bus: 0• Demand Response: 0• Community Connector: 0	<ul style="list-style-type: none">• Fixed Route Bus: 0• Demand Response: 0• Community Connector: 0
Injuries: total number of reportable injuries and rate per total VRM by mode	<ul style="list-style-type: none">• Fixed Route Bus: 4• Demand Response: 0• Community Connector: 4	<ul style="list-style-type: none">• Fixed Route Bus: 10• Demand Response: 1• Community Connector: 5
Safety Events: total number of reportable events and rate per total VRM by mode	<ul style="list-style-type: none">• Fixed Route Bus: 2• Demand Response: 0• Community Connector: 2	<ul style="list-style-type: none">• Fixed Route Bus: 2• Demand Response: 1• Community Connector: 1
System Reliability: mean distance between major mechanical failures by mode	<ul style="list-style-type: none">• Fixed Route Bus: 40,000 VRM• Demand Response: 40,000 VRM• Community Connector: 60,000 VRM	<ul style="list-style-type: none">• Fixed Route Bus: 40,000 VRM• Demand Response: 40,000 VRM• Community Connector: 60,000 VRM

³¹ Data source: COIC PTASP, 2025.



Projects

This program includes transportation improvements that are located at least partially within the BMPO area and are scheduled for delivery in the 2027-2030 MTIP period. Importantly, not all area projects anticipated to be delivered during this timeframe are listed³². The projects included meet specific criteria outlined in federal regulations that pertain to MTIP development and project selection³³.

This section includes an overview of the key requirements for determining which projects should be included in an MTIP and what information is required to be listed for those projects. This is followed by the 2027-2030 BMPO MTIP Project List, which includes key project information, in Tables 6-9.

To learn about the listed projects in greater detail, refer to Appendix E or use the project lookup tool on the [ODOT Projects webpage](#)³⁴.

PROJECT LIST REQUIREMENTS

In addition to the parameters for project location and delivery schedule, the CFRs³⁵ outline the criteria used to determine which transportation projects to include in the MTIP. These requirements are as follows³⁶.

The MTIP must list:

- Only projects for which availability of full funding can be reasonably anticipated within the expected project completion timeframe
- Capital and non-capital surface transportation projects proposed to receive federal assistance for public transportation³⁷, including:
 - Transportation alternatives
 - Associated transit improvements
 - Tribal Transportation Program

³² For informational and transparency purposes, Appendix F includes a brief overview of some key resources for learning more about BMPO area projects that are not listed in the MTIP, including projects receiving BMPO discretionary funds.

³³ Appendix B provides an overview of the applicable CFRs.

³⁴ Not only does the ODOT lookup tool provide more in-depth project information, it provides the most current information available as project details become more refined leading up to, or over the course of, project delivery.

³⁵ Refer to the Project List and Detail section of Appendix B for additional detail and specific CFR references.

³⁶ Additional requirements apply to MTIPs developed for MPOs located in non-attainment and maintenance areas. As this classification does not apply to the BMPO, those requirements have not been listed here.

³⁷ Specifically, funding under 23 U.S.C. and 49 U.S.C. Chapter 53.



- Federal Lands Transportation Program
- Federal Lands Access Program (FLAP)
- Highway Safety Improvement Program (HSIP) projects
- Trail projects
- Accessible pedestrian walkways
- Bicycle facilities
- Regionally significant projects³⁸ that will
 - Be funded with federal funds other than those administered by the FHWA or the FTA
 - Be funded with non-federal funds
 - Require an action by FHWA or FTA, regardless of funding source

Additionally, depending on the source of funding and other specified conditions (see Appendix B for more details), the MTIP may also list:

- Safety projects
- Metropolitan planning projects
- State planning and research projects
- Emergency relief projects
- National planning and research projects
- Project management oversight projects

For each project programmed, there must be sufficient detail for identifying the project and the agencies responsible for delivering it.

Adequate financial information must also be listed for each project. This should include the total estimated project cost (which may extend beyond the MTIP period), and the amount of federal funding that is proposed to be obligated in each program year³⁹. These details are necessary for demonstrating financial constraint (see the Financial Constraint section of this document for more information).

As mentioned above, it is also federally required that the MTIP project list be consistent with the MTP.

³⁸ Refer to Appendix A for information on what defines a regionally significant project. In the BMPO area, regionally significant facilities include, at minimum:

- All state highways
- All arterial roadways
- Other facilities identified by the Policy Board as regionally significant

³⁹ For the first year of the program, the proposed category of federal funds and the sources of non-federal funds are described. For the subsequent years of the program, the likely or potential categories of federal funds and the sources of non-federal funds are listed.



2027-2030 MTIP PROJECT LIST

There are 22 projects listed in this MTIP, all of which are at least partially federally funded. Projects that started delivery prior to FFY27 and are still under contract or construction may be included.

Tables 6-9 list the projects programmed in this MTIP. The information in these tables is consistent with the project information listed in the STIP and includes:

- **Project Number**⁴⁰ – the unique project number assigned to the project by ODOT
- **Agency** – the agency responsible for delivery of the project
- **Project Name** – the name assigned to the project using ODOT naming conventions⁴¹
- **Project Description** – a short description of the project, summarizing project scope
- **Federal Total** – indicates the total estimated federal funding programmed
- **State Total** – indicates the total estimated state funding programmed
- **Local Total** – indicates the total estimated local funding programmed
- **Total Current Estimate** – indicates the total estimated project cost programmed

The chart in Figure 2 shows how many programmed projects are led by each agency.

Individual project descriptions are general, and the funding amounts shown are estimates, some of which may be more refined than others. It should be noted that the project costs shown reflect the estimated cost of the phases programmed and may not reflect the total project cost. Additional funding information, including funding sources and amounts by year and phase, is available in Appendix E.

⁴⁰ Also referred to as the “project key number”.

⁴¹ The project names and descriptions shown in the project list tables match exactly what is listed in the STIP and may not reflect the same abbreviations or naming conventions used throughout other parts of this MTIP document.



Project List

To provide adequate project detail without compromising readability, the full project list is divided into the four tables – one for each agency/jurisdiction responsible for project delivery – organized alphabetically by agency. The projects in each of these tables are listed numerically by project number.

For a financial summary of all projects listed, refer to the Financial Constraint section of this document.

TABLE 6: 2027-2030 MTIP PROJECT LIST – BMPO PROJECTS

Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
22921	Bend MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$316,139.74	\$12,837.82	\$23,345.79	\$352,323.35
24052	Bend MPO planning SFY29	Planning funds for projects identified in state fiscal year 2029 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91



Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
24062	Bend MPO planning SFY30	Planning funds for projects identified in state fiscal year 2030 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91
24072	Bend MPO planning SFY31	Planning funds for projects identified in state fiscal year 2031 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91
TOTAL			\$1,174,897.48	\$46,498.36	\$85,938.24	\$1,307,334.08



TABLE 7: 2027-2030 MTIP PROJECT LIST – CITY OF BEND PROJECTS

Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
20378	Archie Briggs Rd (Deschutes River) Bridges	Replace bridges 17C05 & 17C040 with ones that meet current standards.	\$5,583,433.99	\$-	\$1,329,882.41	\$6,913,316.40
22774	NE Norton Ave (Bend)	Installation of bike boulevard treatments along NE Norton Avenue from 4 th Street to 12 th Street, which is an alternative bike route to Greenwood Avenue. Treatments may include speed bumps, striping and signing.	\$520,919.10	\$-	\$57,879.90	\$578,799.00
23494	Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend)	Provide safe access for pedestrians and bicyclists by designing and constructing a bridge over US97 and BNSF railroad connecting east Hawthorne Avenue to downtown Bend.	\$26,078,518.55	\$144,444.45	\$5,955,088.50	\$32,178,051.50



Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
23522	City of Bend Mobility Points	This project will develop a mobility point pilot program for the city of Bend, creating two mobility points. These mobility points will feature bus shelters, e-bike-sharing stations with charging facilities, bicycle parking, and electric vehicle charging equipment.	\$1,086,556.90	\$-	\$124,361.30	\$1,210,918.20
24266	Big Sky Trail Undercrossing at US20 (Bend)	The Big Sky Trail is a planned trail that will run between Big Sky Park and the Central Oregon Historic Canal Trail connecting to residential developments, commercial zones, employment centers and other trails. The planned trail parallels 27 th Street and crosses US20.	\$400,016.34	\$-	\$45,783.66	\$445,800.00



Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
24267	Knott Road: China Hat Rd - Brosterhous Rd (Bend)	This project will design a shared-use path, enhanced pedestrian crossing, illumination, and speed feedback signs to improve safety on Knott Road.	\$333,000.00	\$-	\$37,000.00	\$370,000.00
TOTAL			\$33,642,444.88	\$144,444.45	\$7,549,995.77	\$41,336,885.10



TABLE 8: 2027-2030 MTIP PROJECT LIST – ODOT PROJECTS

Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
23071	US97 Culvert Corridor Phase 2	Design repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.	\$420,322.24	\$48,107.76	\$-	\$468,430.00
TOTAL			\$420,322.24	\$48,107.76	\$-	\$468,430.00



TABLE 9: 2027-2030 MTIP PROJECT LIST – TRANSIT PROJECTS⁴²

Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
22979	Enhanced Mobility S&ID - COIC FFY27	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$350,000.00	\$-	\$78,750.00	\$428,750.00
23010	Bend Transit operations capital 2027 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2027.	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
23794	Oregon Transportation Network - COIC FFY27	Urbanized public transit capital funding for federal fiscal year 2027. Funds will be transferred to FTA for delivery. Projects and programs to be	\$315,121.00	\$-	\$36,067.00	\$351,188.00

⁴² For transit projects listed, sometimes CET is the direct recipient of funding, and other times ODOT is the direct recipient of funding while CET is the subrecipient of the funds.



Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
		determined based on funding requirements.				
23941	Enhanced Mobility S&ID - COIC FFY28	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$330,518.00	\$-	\$74,367.00	\$404,885.00
23942	Enhanced Mobility S&ID - COIC FFY29	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$333,823.00	\$-	\$75,110.00	\$408,933.00
24418	Bend Transit operations capital 2028 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2028.	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
24419	Bend Transit operations	Program 5307 operations, ADA service, preventative maintenance, project	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00



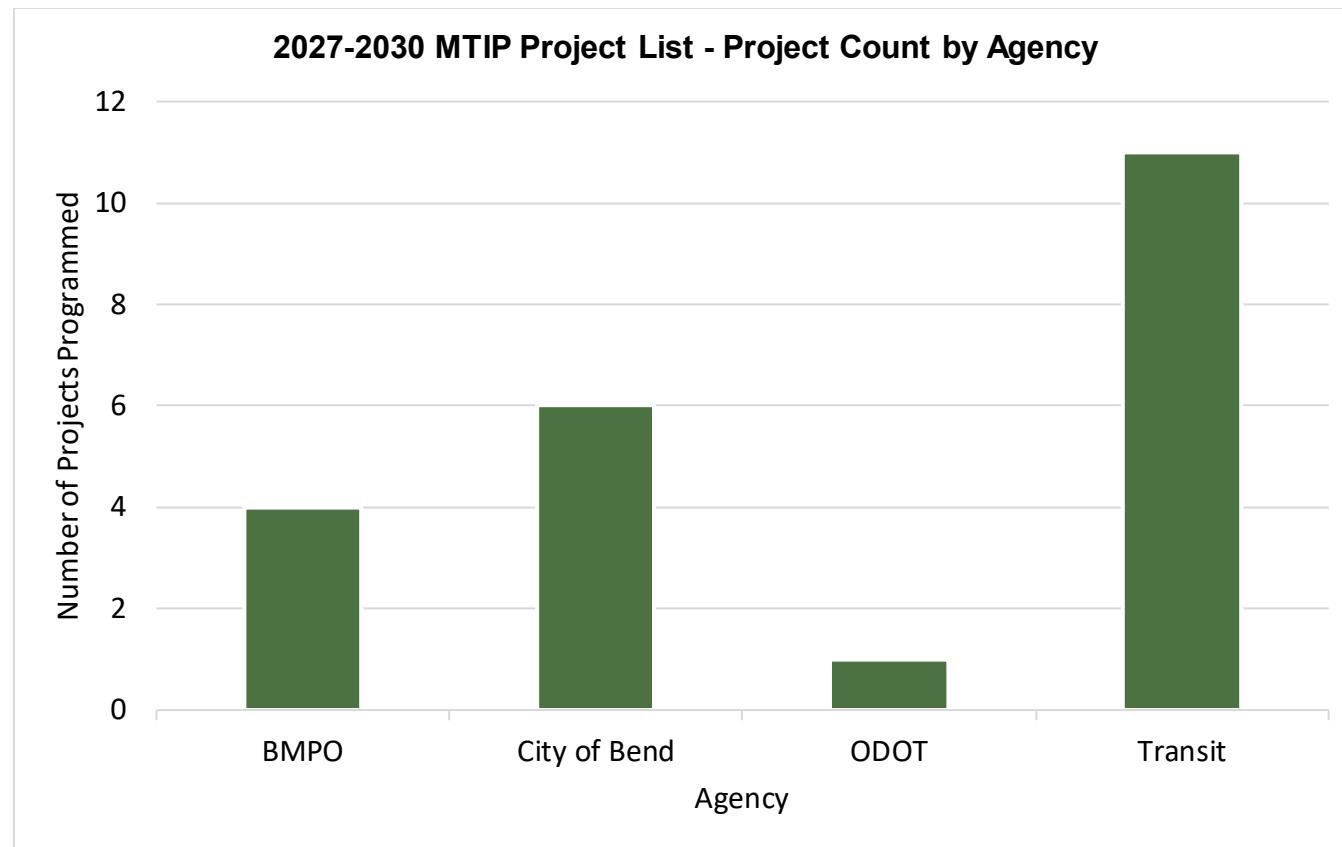
Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
	capital 2029 (5307)	administration, security system upgrades for Bend urban area transit services during federal fiscal year 2029.				
24420	Bend Transit operations capital 2030 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2030.	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
24421	Oregon Transportation Network - COIC FFY28	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$315,121.00	\$-	\$36,067.00	\$351,188.00
24422	Oregon Transportation Network - COIC FFY29	Urbanized public transit capital funding for federal fiscal year 2029. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$315,121.00	\$-	\$36,067.00	\$351,188.00



Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
24423	Oregon Transportation Network - COIC FFY30	Urbanized public transit capital funding for federal fiscal year 2030. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL			\$9,350,409.00	\$-	\$5,540,527.00	\$14,890,936.00



FIGURE 2: 2027-2030 MTIP PROJECT LIST – PROJECT COUNT BY AGENCY





Projects that Support BMPO Performance Goals

The MTIP must align with the MTP and demonstrate how the projects selected for prioritization help make progress toward achieving the local and statewide transportation goals. While only some projects programmed in this MTIP directly support the BMPO PMs and targets associated with each performance goal, those that do not (e.g., planning projects) either have an indirect role in making progress toward achieving the federal goals or support other local PMs and targets (e.g., those of the City of Bend). Additionally, projects that do directly support BMPO PMs and targets may also support other local PMs and targets.

The table below shows which, if any, performance goals are supported by each project listed in this MTIP⁴³. For projects that support at least one goal, a brief statement regarding how this is accomplished is provided in the subsequent pages.

TABLE 10: 2027-2030 MTIP PROJECT LIST – BMPO PERFORMANCE GOALS SUPPORTED

Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
22921	Bend MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	-	-	-	-	-
24052	Bend MPO planning SFY29	Planning funds for projects identified in state fiscal year 2029 of the Unified Planning Work Program (UPWP). The	-	-	-	-	-

⁴³ Support for a goal area is indicated with an “x”. Otherwise, the field has been left blank.



Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
		UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).					
24062	Bend MPO planning SFY30	Planning funds for projects identified in state fiscal year 2030 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	-	-	-	-	-
24072	Bend MPO planning SFY31	Planning funds for projects identified in state fiscal year 2031 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	-	-	-	-	-
20378	Archie Briggs Rd (Deschutes River) Bridges	Replace bridges 17C05 & 17C040 with ones that meet current standards.	-	X	-	-	-
22774	NE Norton Ave (Bend)	Installation of bike boulevard treatments along NE Norton Avenue from 4 th Street to 12 th Street, which is	-	X	-	-	-



Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
		an alternative bike route to Greenwood Avenue. Treatments may include speed bumps, striping and signing.					
23494	Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend)	Provide safe access for pedestrians and bicyclists by designing and constructing a bridge over US97 and BNSF railroad connecting east Hawthorne Avenue to downtown Bend.	-	X	-	-	-
23522	City of Bend Mobility Points	This project will develop a mobility point pilot program for the city of Bend, creating two mobility points. These mobility points will feature bus shelters, e-bike-sharing stations with charging facilities, bicycle parking, and electric vehicle charging equipment.	-	-	-	X	-
24266	Big Sky Trail Undercrossing at US20 (Bend)	The Big Sky Trail is a planned trail that will run between Big Sky Park and the Central Oregon Historic Canal Trail connecting to residential developments, commercial zones, employment centers and other trails. The planned trail parallels 27 th Street and crosses US20.	-	X	-	-	-



Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
24267	Knott Road: China Hat Rd - Brosterhous Rd (Bend)	This project will design a shared-use path, enhanced pedestrian crossing, illumination, and speed feedback signs to improve safety on Knott Road.	-	X	-	-	-
23010	Bend Transit operations capital 2027 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2027.	-	-	-	-	-
24418	Bend Transit operations capital 2028 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2028.	-	-	-	-	-
24419	Bend Transit operations capital 2029 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2029.	-	-	-	-	-
24420	Bend Transit operations	Program 5307 operations, ADA service, preventative maintenance, project	-	-	-	-	-



Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
	capital 2030 (5307)	administration, security system upgrades for Bend urban area transit services during federal fiscal year 2030.					
23071	US97 Culvert Corridor Phase 2	Design repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.	X	X	-	-	-
22979	Enhanced Mobility S&ID - COIC FFY27	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	-	-	-	-	-
23794	Oregon Transportation Network - COIC FFY27	Urbanized public transit capital funding for federal fiscal year 2027. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	-



Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
23941	Enhanced Mobility S&ID - COIC FFY28	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	-	-	-	-	-
23942	Enhanced Mobility S&ID - COIC FFY29	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	-	-	-	-	-
24421	Oregon Transportation Network - COIC FFY28	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	-
24422	Oregon Transportation Network - COIC FFY29	Urbanized public transit capital funding for federal fiscal year 2029. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	-



Project Number	Project Name	Project Description	Highway Infrastructure Condition	Highway Safety	Highway System Reliability	TAM	Transit Safety
24423	Oregon Transportation Network - COIC FFY30	Urbanized public transit capital funding for federal fiscal year 2030. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	-

How the Projects Support the BMPO Goals Indicated

For each project that supports at least one BMPO performance goal, a brief description of how this is accomplished is listed below:

- **20378 – Archie Briggs Rd (Deschutes River) Bridges:** content TBD
- **22774 – NE Norton Ave (Bend):** content TBD
- **23494 – Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend):** content TBD
- **23522 – City of Bend Mobility Points:** content TBD
- **24266 – Big Sky Trail Undercrossing at US20 (Bend):** content TBD
- **24267 – Knott Road: China Hat Rd – Brosterhous Rd (Bend):** content TBD
- **23071 – US97 Culvert Corridor Phase 2:** content TBD
- **23494 – Oregon Transportation Network – COIC FFY27:** content
- **24421 – Oregon Transportation Network – COIC FFY28:** the same statement listed for project number 23494 applies to this project
- **24422 – Oregon Transportation Network – COIC FFY29:** the same statement listed for project number 23494 applies to this project
- **24423 – Oregon Transportation Network – COIC FFY30:** the same statement listed for project number 23494 applies to this project



Financial Constraint

FINANCIAL OVERVIEW

MPOs are required to develop a financial plan as part of the MTP and MTIP planning processes. The financial plan must:

- Demonstrate adequate operation and maintenance of the existing system of transportation facilities
- Be developed in cooperation with local jurisdictions and other affected agencies
- Demonstrate that projects can be implemented using current revenues and funding sources as well as proposed new revenue sources
- Be supported by cost estimates and replacement schedules

Table 11 provides a summary of the financial analysis and demonstrates that this MTIP is financially constrained. Revenues in the first two years of the MTIP have been committed as programmed in the CIPs of the local and state jurisdictions.

TABLE 11: 2027-2030 MTIP PROJECT FUNDING – TOTAL FUNDING BY AGENCY AND FUNDING TYPE

Agency	Federal Total	State Total	Local Total	Total Current Estimate
BMPO	\$1,174,897.48	\$46,498.36	\$85,938.24	\$1,307,334.08
City of Bend	\$33,642,444.88	\$144,444.45	\$7,549,995.77	\$41,336,885.10
ODOT	\$420,322.24	\$48,107.76	\$-	\$468,430.00
Transit	\$9,350,409.00	\$-	\$5,540,527.00	\$14,890,936.00
TOTAL	\$44,588,073.60	\$239,050.57	\$13,176,461.01	\$58,003,585.18



FIGURE 3: 2027-2030 MTIP PROJECT FUNDING – TOTAL FUNDING BY AGENCY

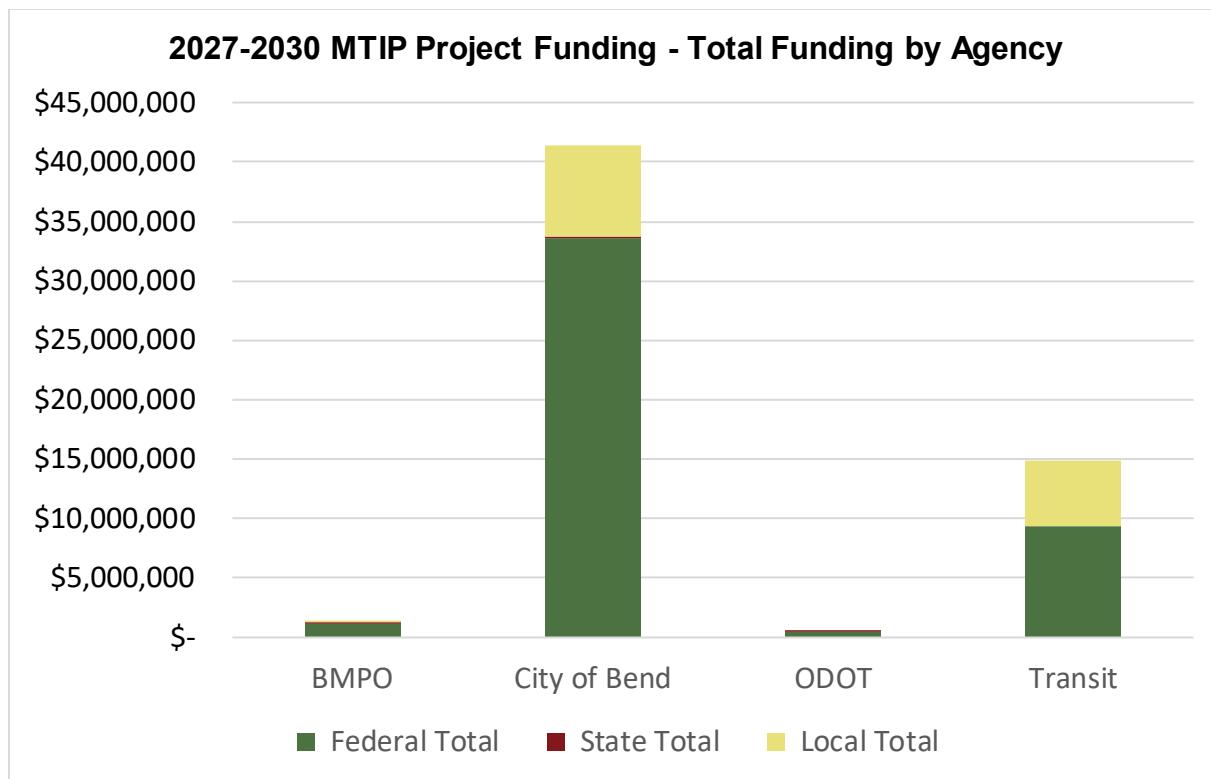
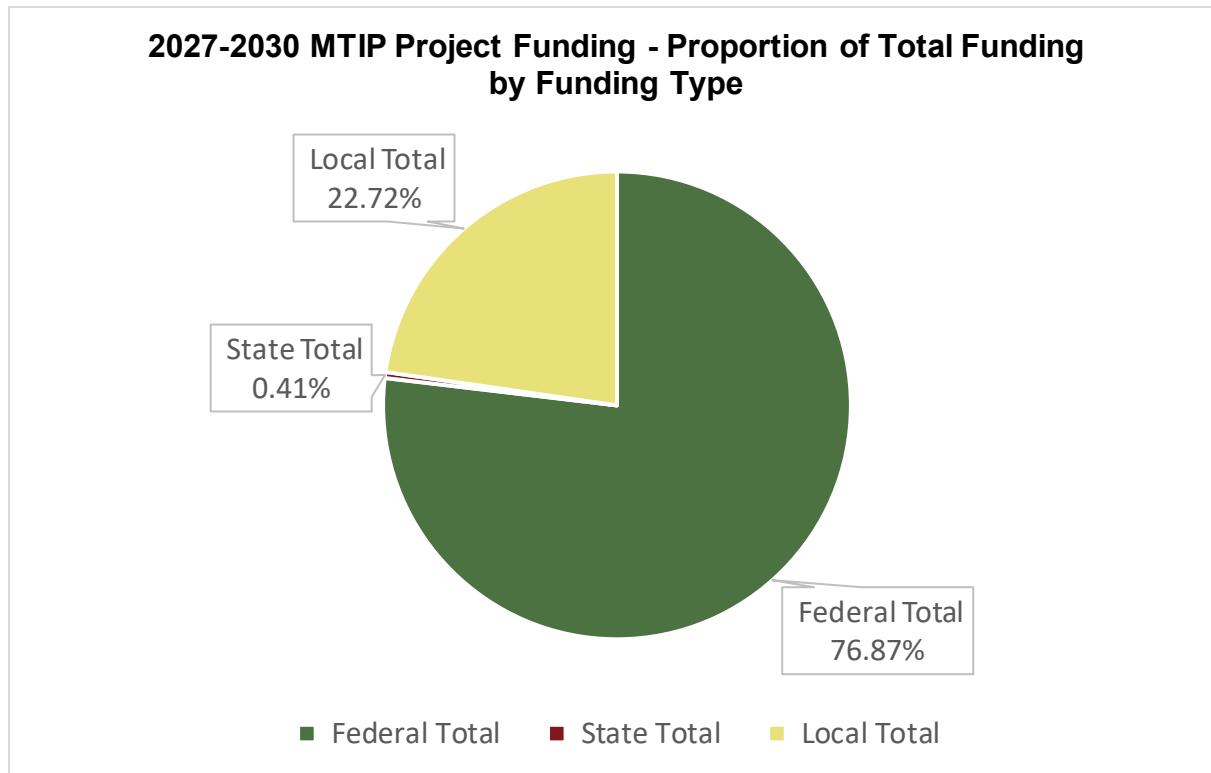


FIGURE 4: 2027-2030 MTIP PROJECT FUNDING – PROPORTION OF TOTAL FUNDING BY FUNDING TYPE





EXISTING SYSTEM – OPERATIONS AND MAINTENANCE

The financial plan must demonstrate resources necessary for implementation of the MTIP are reasonably available. To do this, the plan must show that the responsible operating agencies have the capacity to finance the operations, maintenance, and capital replacement activities required to preserve the existing system of transportation facilities.

Although the BMPO has no direct operations or maintenance authority, its responsibilities related to the 3C planning process for the area involve the cooperative development of a financial statement indicating the ability of the operating jurisdictions to adequately maintain, operate, and provide for capital replacement of their respective facilities.

The local transit provider, CET, is required to develop and maintain a TAM plan, which is submitted to FTA. They also submit an annual financial statement (referenced in Appendix H) to FTA.

The **Oregon Transportation Commission (OTC) Strategic Action Plan** identifies preservation of the existing system as primary strategic outcome. The MTIP projects located on the ODOT system reflect that commitment and ability.

The City of Bend has a backlog of roadway preservation needs that they have been systematically addressing in recent years⁴⁴. The City allocates a percentage of its funding, which consists of state shared revenues and a local general fund, to maintenance and preservation activities. The Bend City Council has also implemented a Transportation Utility Fee (TUF). Part of the TUF revenue is used for transportation system maintenance, including addressing the backlog of preservation needs. In addition, the BMPO Policy Board has directed a significant portion of BMPO discretionary funds⁴⁵ to street preservation and within the city.

REVENUES AND FUNDING SOURCES

Available and Committed Funding

Available and committed funding comes from existing funding sources and funds historically dedicated to transportation. Federal funds that are generally available to the region – that is, funds that have typically been authorized and/or appropriated on an annual basis – are considered committed. Federal funds that are appropriated through formula-based distribution methods can be projected beyond the current authorization, based on historical authorizations. These funds are also considered committed.

⁴⁴ Visit the [City's Street Preservation webpage](#) to learn more.

⁴⁵ Refer to Appendix E for related information.



State funds that are not dedicated to, or historically used for, transportation purposes may be considered committed if they are funds the Governor controls. When this is the case, the Governor's approval of the MTIP is considered a commitment of funds.

Local or private sources of funding⁴⁶ listed for any regionally significant projects in the MTIP, are funds not dedicated to, or historically used for, transportation purposes. For these funds, a written commitment or letter of intent authored by the responsible official or body in control of the funds is required to establish a commitment.

Reasonably Available Funding

Reasonably available funding refers to funds that may not currently exist or may require additional steps before a jurisdiction, agency, or private party may commit the funds to transportation projects. If commitment cannot be demonstrated for a state, local, or private funding source, the funding must be treated as a new funding source and demonstrated to be *reasonably available* instead of *available and committed*. The same is true for federal funds that are distributed on a discretionary basis.

In order to include reasonably available funds, the financial plan must identify strategies and a plan of action for ensuring the funds will be available within the planning period. This plan must include steps that will be taken to obtain the new funding and it should detail how local match requirements will be met. If efforts are already underway to obtain the new funding, the analysis for financial constraint of the MTIP should include the funding amount and the level of community support for the project or the PM that it supports.

ODOT Region 4 Transit Funding

For many years, ODOT Region 4 has allocated a portion of its available STBG funds to support transit projects. The amount of available STBG funding fluctuates, but the region makes an effort to maintain a historical average. Use of these funds is restricted to transit capital improvements. The funding allocation process involves a competitive application and selection process that is managed by the ODOT Public Transit Section.

⁴⁶ This may include donations of property.



Funding Flexibility

Under current federal legislation and Oregon constitutional restrictions, some flexibility exists in the use of transportation funding (Tables 12-14, below). However, these applications are limited. For instance, many funding sources are restricted to use within the roadway right-of-way or for work related to the roadway, and only four types of funding may be used for transit operations.

The following tables include the federal, state, and local funding sources programmed for projects listed in this MTIP. The eligible uses for each funding source are indicated⁴⁷. Appendix G provides more in-depth descriptions of these sources of funding and various other types of funding that may be available for transportation projects.

TABLE 12: FUNDING FLEXIBILITY MATRIX – FEDERAL FUNDING

Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Maintenance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
NHS				X	X	X	X	X
STBG		X	X	X	X	X	X	X
FTA 5307	X	X	X					
FTA 5339	X	X	X					
FTA 5310 ⁴⁸	X	X	X					

⁴⁷ If the funding source may be used for the purpose listed, it is indicated with an “x”. Otherwise, the field has been left blank.

⁴⁸ Limited to private, non-profit organizations, or public bodies that coordinate transportation services for seniors and people with disabilities.



Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Maintenance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
FTA 5311	X	X	X					

TABLE 13: FUNDING FLEXIBILITY MATRIX – STATE FUNDING

Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Maintenance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
Gas Tax Revenues				X	X	X	X	X ⁴⁹
Special Transportation Fund (STF) ⁵⁰	X	X	X					
Statewide Transportation	X	X	X					

⁴⁹ Potential uses may include park-and-ride facilities only as part of eligible highway improvement projects.

⁵⁰ May be used for transit capital improvements and ADA and operations for seniors and people with disabilities; cannot be used for general transit system operations.



Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Maintenance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
Improvement Fund (STIF)								

TABLE 14: FUNDING FLEXIBILITY MATRIX – LOCAL FUNDING

Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Maintenance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
Bend SDC ⁵¹					X	X	X	
Gas Tax Revenue				X	X	X	X	X
Urban Renewal		X			X	X	X	

⁵¹ Limited to roadway capacity projects and bicycle and pedestrian facility improvements.



Appendices

Appendix A: Acronym and Term Glossary

ACRONYMS

ARTS: All Roads Transportation Safety Program. For more information, visit the [ODOT ARTS Program webpage](#).

Bend TSAP: the City of Bend's Transportation Safety Action Plan, developed in 2019. The Bend TSAP provides long-range goals, policies, and strategies as well as and near-term actions to eliminate deaths and life-changing injuries on the transportation system. It does this by providing a comprehensive, multidisciplinary approach to transportation safety. To learn more, visit the [Bend TSAP webpage](#).

BIL: Bipartisan Infrastructure Law (*see IIJA*).

BLS: [Bend-La Pine Schools](#), a school district that serves Central Oregon areas, including Bend, La Pine, and Sunriver.

BMPO: Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend⁵². The BMPO formed in December 2002 when the Bend area reached 50,000 in population. It represents a geographic area slightly larger than the City of Bend. Explore the BMPO website for more information.

BPAC: Deschutes County Bicycle and Pedestrian Advisory Committee, provides current information and advising related to bicycle and pedestrian considerations in transportation to ODOT, Deschutes County, and Central Oregon cities (Bend, Redmond, and Sisters). Learn more at the [Deschutes County BPAC webpage](#).

BPRD: Bend Park and Recreation District. Learn more on the [BPRD website](#).

CET: [Cascades East Transit](#), Central Oregon's regional public transportation service provider.

CFEC: Climate Friendly and Equitable Communities. Visit the [DLCD CFEC webpage](#) and the [City of Bend CFEC webpage](#) for more information as it relates to local initiatives.

CFR: Code of Federal Regulations. To look up specific codes, refer to the [eCFR system](#). To browse CFRs, visit the [CFR \(Annual Edition\) website](#).

⁵² When cities reach a population of 50,000 and meet population density requirements, MPOs are designated for those areas by the governor.



CIP: Capital Improvement Program/Plan, a multi-year plan for state and federally funded projects.

COACT: [Central Oregon Area Commission on Transportation](#), a forum for the Central Oregon regional, transportation-related discussions and coordination, formed in 1998. MPOs are required by ODOT to establish a relationship with their local ACTs and to coordinate with the ACTs in the prioritization of projects for submission to the STIP.

COIC: [Central Oregon Intergovernmental Council](#) serves Crook County, Deschutes County, Jefferson County, Bend, Culver, La Pine, Madras, Metolius, Prineville, Redmond, Sisters, and the Confederated Tribes of Warm Springs. COIC was designated in 1972.

DLCD: Department of Land Conservation and Development, guides land use policy in Oregon, assists cities and counties in applying Oregon's land use laws, and aids in assuring compliance with Oregon's statewide planning goals and guidelines. Visit the [DLCD website](#) for more information.

FFY: Federal fiscal year, which runs from October 1 of one calendar year to September 30 of the following calendar year.

FHWA: Federal Highway Administration, a division of USDOT that specializes in highway transportation. The major activities of the FHWA are grouped into two programs, the Federal-aid Highway Program and the Federal Lands Highway Program. For more information, visit the [USDOT FHWA webpages](#).

FHWA PL: Metropolitan Planning Funds, as defined by the Metropolitan Planning Program. More information is available via the [USDOT FHWA Bipartisan Infrastructure Law Fact Sheet webpage](#).

FLMA: Federal Land Management Agency. To learn more and/or look up units and management areas by state, agency, or MPO, refer to the [FLMA Database](#).

FTA: Federal Transit Administration, a division of USDOT that administers the public transit funding programs. For more information visit the [USDOT FTA webpages](#).

FTA 5303: Federal Transit Administration (FTA) Metropolitan Planning funds, used for MPO planning. Learn more at the [USDOT Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305 webpage](#).

FTE: Full Time Equivalent. Staffing levels are measured in FTEs to give a consistent comparison from year to year. In most instances an FTE is one full-time position filled for the entire year, however, in some instances an FTE may consist of several part time positions.

FY: Fiscal year, which runs from July 1 of one calendar year to June 30 of the following calendar year.

GO Bond: General Obligation Bond. Passed by Bend voters on November 3, 2020, the bond funds priority projects that improve neighborhood safety, east-west connections, and traffic flow in Bend. To learn more, visit the [City of Bend's 2020 Transportation GO Bond webpage](#).

HIP-CRRSAA: Highway Infrastructure Programs Coronavirus Response and Relief Supplemental Appropriations Act of 2021, provides direct economic assistance for American workers, families, and



small businesses. The act also provides direct financial assistance to public transportation providers, and city, county, and state governments. The purpose of the HIP-CRRSAA, or COVID relief funding, is to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to Highway Infrastructure Programs. A percentage of these funds was distributed to counties, cities, and small MPOs. BMPO received funding based on the established allocation formula.

IAMP: Interchange Area Management Plan.

ICAP: Indirect Cost Allocation Rate Proposal.

IGA: Intergovernmental Agreement. A formally adopted agreement between units of government that articulates the respective roles, duties, and responsibilities of the agencies party to the agreement.

IIJA: **Infrastructure Investment and Jobs Act** (also referred to as the Bipartisan Infrastructure Law), signed into law by President Joe Biden on Nov. 15, 2021. This law authorized \$1.2 trillion in total spending, including \$550 billion of new spending on hard infrastructure. The law also revises Buy America procurement procedures for highways, mass transit, and rail; implements new safety requirements for all modes of transportation; and directs the Department of Transportation to establish a program to ensure the long-term solvency of the Highway Trust Fund. It also incorporates and extends the 2021 federal-aid, highway, transit, and safety programs as well as the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs from 2023 through 2026. The IIJA requires MPOs to use 2.5% of their PL funding to support Complete Streets.

LCOG: **Lane Council of Governments** provides services to local governments and agencies in the Lane County region.

MPC: Modeling Program Coordination Subcommittee, a subcommittee of the OMSC. More information about this committee is available via the [OMSC Subcommittees webpage](#).

MPO: Metropolitan Planning Organization. Visit the [USDOT Metropolitan Planning Organization webpage](#) to learn more about how MPOs are designated and what MPOs are required to do.

MTIP: Metropolitan Transportation Improvement Program, which identifies project scopes, budgets, and timing for delivery within the BMPO. Refer to the [BMPO MTIP and Annual Obligation Report webpage](#) to access the current BMPO MTIP, and related documents.

MTP: Metropolitan Transportation Plan, the 20-year transportation plan for defining transportation improvement strategies and policies for the BMPO area. The MTP must be coordinated with state, county, and city jurisdictions. Visit the [BMPO MTP webpage](#) to view the current BMPO MTP and related information.

OAPA: American Planning Association, Oregon Chapter. The [OAPA website](#) includes more information.

ODOT: **Oregon Department of Transportation**, a state government agency responsible for managing and developing Oregon's transportation system (roads, highways, bridges, and related infrastructure). Started in 1913.



OMPOC: Oregon Metropolitan Planning Organization Consortium. The OMPOC serves as a forum for Oregon MPOs. Learn more via the [OMPOC website](#).

OMSC: Oregon Modeling Statewide Collaborative. State, regional, and local governmental agency collaboration on multi-modal transportation systems, with consideration of economic, environmental, and livability factors specific to Oregon. More information located on the [OMSC website](#).

PM: Performance Measure, a metric used to quantify and track the success of an activity, project, or organization in achieving its goals or objectives.

PPP: Public Participation Plan. The BMPO PPP includes a documented process for providing the public and others with reasonable opportunity to be involved in the BMPO transportation planning process. The adopted BMPO PPP is available on the [BMPO Public Participation, Non-Discrimination & Equity webpage](#).

RPTAC: Regional Public Transportation Advisory Committee. Learn more on the [CET RPTAC webpage](#).

SHF: State Highway Fund. In 2024, the BMPO replaced federal STBG funding with SHF funding. The BMPO receives an annual allocation of SHF dollars, which are discretionary funds (see the SHF Program section of this document for more detail on how these funds are allocated). Current information is also available on the [BMPO SHF Program webpage](#).

SS4A: Safe Streets and Roads for All Program, provides grant funding to help prevent fatalities and serious injuries. Refer to the [USDOT SS4A webpage](#) for more information.

STBG: Surface Transportation Block Grant, one of the major federal funding programs. The BMPO previously received annual allocations of [STBG Program](#) funds, which were replaced with SHF funding in 2024.

STIP: Statewide Transportation Improvement Program. The STIP is a federally required document that identifies all federally funded projects in the state. The STIP is a staged, multi-year, statewide, intermodal program of transportation projects. Projects must be included in the STIP before applicants can use the federal funds awarded to their projects. For an MPO project to be included in the STIP, it must first be included in an MPO's MTIP. The current STIP is available on the [ODOT STIP webpage](#).

TAC: Technical Advisory Committee. The BMPO TAC consists primarily of public works and planning staff of local and state agencies. It also includes two citizen members. Visit the [BMPO TAC webpage](#) for more information.

Title VI Program: Federally required program to ensure that transportation programs and services are accessible and provided uniformly, and to avoid adverse and disproportionate impacts by considering the populations impacted by transportation projects. This is primarily accomplished through inclusive public participation, outreach, and the consideration of all factors and measures that provide for a context sensitive solution. To learn more, visit the [U.S. Department of Justice's Title VI of the Civil Rights Act of 1964 webpage](#).



TPAU: Transportation Planning and Analysis Unit, a unit within ODOT that provides statewide transportation modeling services and technical assistance to jurisdictions throughout the state.

TSAP: Transportation Safety Action Plan. *See also Bend TSAP.*

UPWP: Unified Planning Work Program, a document that incorporates all transportation planning and supports 3C planning processes and activities. Required to be developed annually, or biennially with a midcycle update. The BMPO UPWP is developed biennially and updated prior to the second year of the program. BMPO UPWPs are available on the [BMPO Work Program & Budget webpage](#).

USDOT: [United States Department of Transportation](#), a federal Cabinet department of the U.S. government concerned with transportation.

VMT: vehicle miles traveled.

VRM: vehicle revenue miles.

TERMS

3C planning process: required by the Federal Highway Act of 1962, transportation planning in urban areas must involve a continuing, comprehensive, and cooperative (3C) process. The 3C process is carried out cooperatively by states and local communities. Furthermore, per the Intermodal Surface Transportation Efficiency Act of 1991, this process also must include consideration of important social, environmental, and energy goals, and it must involve the public at several key decision-making points.

Allocation: an administrative distribution of funding to specific programs, projects, agencies, or state and local governments.

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

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

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

Authorization: Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending



or may be open-ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital costs: non-recurring or infrequently recurring costs of long-term assets (e.g., land, buildings, vehicles, and stations).

Developer exactions: to mitigate the effect of new development on the demand for services (in this context, transportation services/facilities), a jurisdiction may impose specific conditions (e.g., impact fees, construction of improvements, right-of-way dedications) for development.

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

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

Project key number: the unique number assigned by ODOT to identify projects in the MTIP/STIP. Often also referred to as the project number or key number.

Maintenance: activities that preserve the function of the existing transportation system.

Regionally significant projects: Although the BMPO area is not currently classified as a non-attainment and maintenance area for any federally recognized air quality criteria pollutants, the Oregon Administrative Rule (OAR) for transportation air quality conformity, OAR 340-252-0030(39) provides a helpful definition for determining whether a project is considered regionally significant.

Per the conformity rule, a regionally significant project is a transportation project located on a facility that serves regional transportation needs. This may include access to and from other regions or major activity centers within the same region. It could also involve access to and from major planned developments, such as new shopping centers, event facilities, sports complexes, or transportation terminals. Such projects would normally be included in the modeling of the transportation network for a metropolitan area.

In the BMPO area, regionally significant facilities include, at minimum:

- All state highways
- All arterial roadways
- Other facilities identified by the Policy Board as regionally significant

It is the practice of the BMPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated performance measures. However, the inclusion of these facilities does not necessarily imply they are regionally significant.

S-curve: content TBD



Appendix B: Federal Requirements

Over the years, state and federal laws have given MPOs an increasingly important role in funding transportation improvements. At the federal level, the 1991 Intermodal Surface Transportation Efficiency Act and successor acts empowered MPOs to determine the mix of transportation projects best suited to meet their region's needs. Congress reaffirmed this role in transportation funding by passing the Infrastructure Investment and Jobs Act (IIJA), the transportation authorization act that is set to expire on September 30, 2026.

Regulations continued forward from previous acts help guide implementation of the IIJA. These include, but are not limited to, the following requirements of the MTIP.

FINANCIAL CONSTRAINT

Per 23 CFR 450.326(j) and (k), the MTIP must include a financial plan and demonstrate financial constraint, including:

- Demonstration of how the approved MTIP can be implemented
- Demonstration and maintenance of financial constraint by year
- Inclusion of sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are also being adequately operated and maintained
- Indication of resources from public and private sources reasonably expected to be made available to support implementation of the MTIP
- Recommendation of any additional financing strategies for needed projects and programs
- Inclusion of system-level estimates of costs and revenue sources reasonably expected to be available for adequate operation and maintenance of federal-aid highways and public transportation
- Estimates of funds reasonably expected to be available to support implementation of the MTIP, developed cooperatively by MPO, State, and public transportation operator
- Revenue and cost estimates that adjust for inflation and reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator
- Only projects for which construction or operating funds are reasonably expected to be available
- May include additional projects that would be included if reasonable additional resources beyond those identified were to become available⁵³

⁵³ May be listed for illustrative purposes.



MTIP AND STIP RELATIONSHIP

The requirements for the coordination of the MTIP and the STIP are outlined in CFR 450.328, which requires the following:

- The frequency and cycle for updating the MTIP must be compatible with the STIP development and approval process⁵⁴
- After approval of the MTIP by the MPO and the Governor, the MTIP must be included without modification, directly or by reference, in the STIP
- The portion of the STIP in the metropolitan planning area shall be developed by the BMPO in cooperation with the ODOT STIP coordinators
Changes that affect financial constraint must occur via amendment of the MTIP

PERFORMANCE TRACKING AND PROGRESS MONITORING

Per 23 CFR 450.326(c), (d), and (i), performance targets listed in the MTIP must be consistent with the MTP. Specifically, the MTIP must:

- Be designed so implementation makes progress toward achieving the performance targets identified in the MTP
- Describe the expected effect toward achieving the performance targets identified in the MTP
- Link investment priorities to the performance targets identified in the MTP

Per 23 CFR 450.326(n) the MTIP should be used as a tool to monitor progress by:

- Identifying the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the MTIP and any changes in priorities from previous MTIPs
- Listing major projects from the previous MTIP that were implemented
- Identifying any significant delays in the planned implementation of major projects

⁵⁴ The current MTIP expires when FHWA and FTA approval of the current STIP expires.



PROCESS

Development

Per 23 CFR 450.326(a), MPOs are required to develop an MTIP for their MPA, and the MTIP must:

- Cover a period of at least four years
- Be updated at least every four years

Per 23 CFR 450.326(a) and (b), the MTIP development process must be cooperative and involve public participation. Specifically, the MPO must:

- Develop the MTIP in cooperation with the State and any affected public transportation operators
- Provide all interested parties with a reasonable opportunity to comment on the proposed program prior to approval, using the process defined in its participation plan⁵⁵
- Publish or otherwise make the MTIP readily available for public review, including electronically accessible formats and means such as publication on the internet
- Obtain approval of the MTIP from the MPO and the Governor

Amendment

Per 23 CFR 450.326(p), the BMPO may amend the MTIP at any time under procedures agreed to by the State, BMPO, and public transportation operator. The amendment process must be consistent with development procedures and participation plan procedures.

Public Outreach and Engagement

Per 23 CFR 450.316(a)(1)(i) and (iii), the proposed MTIP must be noticed publicly and include time for public review and comment, and it must include visualization techniques (e.g., maps, charts) as indicated in the BMPO Public Participation Plan.

⁵⁵ Per **23 CFR 450.316(a)**, MPOs are required to develop and use a documented participation plan that defines this process. For the BMPO, this plan is referred to as the Public Participation Plan.



PROJECT LIST AND DETAIL

Per 23 CFR 450.326(e), (f), (k), and (p), the following requirements apply when developing the MTIP project list:

- Projects must be consistent with the MTP
- Project list must include
 - Only projects or project phases for which full funding can be reasonably anticipated to be available within the expected project completion timeframe (see below for related financial constraint requirements)
 - Capital and non-capital surface transportation projects (or phases of projects) proposed to receive funding under 23 U.S.C. and 49 U.S.C. Chapter 53 and located within the MPO boundary, including:
 - Transportation alternatives
 - Associated transit improvements
 - Tribal Transportation Program
 - Federal Lands Transportation Program
 - Federal Lands Access Program
 - HSIP projects
 - Trail projects
 - Accessible pedestrian walkways
 - Bicycle facilities
 - Regionally significant projects that will
 - Require an action by FHWA or FTA, regardless of funding source⁵⁶
 - Be funded with federal funds other than those administered by the FHWA or the FTA
 - Be funded with non-federal funds
- Project list may include:
 - Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102
 - Metropolitan planning projects funded under 23 U.S.C. 104(d) and 49 U.S.C. 5305(d)
 - State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e)
 - Metropolitan planning projects funded with STP funds, at the discretion of the State and the MPO
 - Emergency relief projects (except those involving substantial functional, locational, or capacity changes)
 - National planning and research projects funded under 49 U.S.C. 5314
 - Project management oversight projects funded under 49 U.S.C. 5327

⁵⁶ As the BMPO is not subject to air quality conformity, any regionally significant projects funded with non-federal funds may be included for public information purposes.



- Projects in any of the first 4 years of the MTIP may be advanced in place of another project in the first 4 years of the MTIP, subject to the project selection requirements

Per 23 CFR 450.326(g), the following details must be provided for each project or project phase listed in the MTIP:

- Sufficient descriptive material to identify the project or phase
- Estimated total project cost (which may extend beyond the MTIP period)
- Amount of federal funds proposed to be obligated during each program year
 - Year one to include proposed category of federal funds and sources of non-federal funds
 - Years two, three, and four to include likely category or possible categories of federal funds and sources of non-federal funds
- Identification of the agencies responsible for carrying out the project or phase
- In areas with ADA required paratransit and key station plans, identification of projects that will implement these plans

ADDITIONAL INFORMATION

To learn more about federal requirements for MTIPs, including but not limited to those listed above and/or those which do not apply to the BMPO MTIP specifically, refer to **23 CFR 450 in the eCFR system.**



Appendix C: MTIP Amendment Matrix

The table below is used to determine whether a proposed amendment to the BMPO MTIP should be categorized as a full amendment or an administrative amendment.

TABLE 15: 2027-2030 MTIP AMENDMENT MATRIX

Amend- ment Number	Amendment Category	Change Type
01	Full	<p>Adding/cancelling a project that meets <i>at least one</i> of the following criteria:</p> <ul style="list-style-type: none">• Federally funded, unless otherwise specified*• Regionally significant (any funding source)• State/locally funded <i>and</i> requires federal action or will potentially be federalized• <i>Permanent</i> emergency repair (ER) project⁵⁷ that involves substantial change in function, location, and/or capacity <p>For projects that do not meet the above criteria, see Amendment #5.</p> <p>*For Western Federal Lands projects and planning projects, see Amendment #5.</p>
02	Full	<p>Major change in total project scope, such as:</p> <ul style="list-style-type: none">• Increase in project location greater than one mile• Project modifications that result in NEPA re-evaluation• Change that affects air quality conformity• Adding capacity per FHWA Standards• Adding or deleting scope from the project that is outside the current approved intent of the project
03	Full	<p>Increase/decrease in total project cost (all phases, any type of funding) that results in changing financial constraint by the following criteria:</p> <ul style="list-style-type: none">• Projects under \$1M – increase/decrease 50% and over• Projects \$1M to \$5M – increase/decrease 30% and over

⁵⁷ Temporary ER projects are not listed in the MTIP.



Amendment Number	Amendment Category	Change Type
		<ul style="list-style-type: none">• Projects \$5M and over – increase/decrease 20% and over
04	Administrative	Any project changes that do not meet the full amendment criteria listed above.
05	Administrative	Adding/cancelling or modifying a project that meets at least one of the following criteria: <ul style="list-style-type: none">• Funded by non-federal funds and not requiring federal action• Metropolitan Planning project⁵⁸• State Planning and Research (SPR) project⁵⁹• Western Federal Lands, Recreational Trail, or Local Bridge project, if the project was selected through a committee and involved public comment
06	Administrative	Adding/cancelling any phase of an approved project, without changing financial constraint. (See Amendment #3 for constraint criteria.)
07	Administrative	Advancing or slipping an approved project/phase within the current MTIP. (If slipping outside current MTIP, project must be cancelled in the current MTIP.)
08	Administrative	Combining two or more approved projects within the current MTIP into one project.
09	Administrative	Splitting an approved project into two or more projects or splitting part of an approved project into a new project.
10	Administrative	Changing the name of an approved project due to any of the following: <ul style="list-style-type: none">• Change in scope• Combining or splitting projects• To better conform with naming conventions

⁵⁸ UPWP work, funded under 23 U.S.C. 104(d) and 49 CFR 5305(d).

⁵⁹ Funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or STBG funds.



Amendment Number	Amendment Category	Change Type
11	Administrative	Minor technical corrections (e.g., resolving typing errors, adding missing data) to make the MTIP consistent with prior approvals. (For major change in scope, see Amendment #2.)
12	Administrative	Increase/decrease in total project cost without changing financial constraint. (See Amendment #3 for constraint criteria.)
13	Administrative	Increase/decrease funding for an approved project phase, and/or moving funds between phases of the same project, without changing financial constraint. (See Amendment #3 for constraint criteria.)



Appendix D: Comment Log and Public Notice Schedule

JURISDICTION AND AGENCY COMMENTS

The following table lists all comments received from local jurisdictions and agencies, including comments provided by the BMPO TAC and BMPO Policy Board, throughout the 2027-2030 MTIP development process. The way in which each comments was addressed is also noted.

TABLE 16: 2027-2030 MTIP COMMENT LOG – AGENCY COMMENTS

No.	Comment	Jurisdiction/ Agency	BMPO Response Status	BMPO Action Item or Implementation Details

PUBLIC COMMENTS

Additional comments, provided by the public and other interested parties during the 2027-2030 MTIP development process are listed below. Again, detail has been provided regarding how each comment was addressed.

TABLE 17: 2027-2030 MTIP COMMENT LOG – PUBLIC COMMENTS

No.	Comment	Commenter Name	BMPO Response Status	BMPO Action Item or Implementation Details



Appendix E: Project Details

The following information and tables provide additional details about the projects programmed in this MTIP. For each project, the programmed funding amounts are listed by phase, year, and funding source. The projects are listed numerically by project number. The project number, name, description, and work type are identified. The estimated match requirement⁶⁰ for each project is also indicated. Additionally, in the table provided for each project, the funding information below is included:

- Project phase, abbreviated⁶¹
- Current MTIP Year
- Fund Code
- Funding Category
- Federal Total
- State Total
- Local Total
- Total Current Estimate

For the first year of the MTIP period, the federal funding sources shown represent *proposed* funding categories. For subsequent years, the sources shown represent the *likely/possible* categories of funding.

⁶⁰ The match requirement listed is the total required. This may include a combination of state and local match. It may also be match in the form of cash and/or in-kind services. Match requirements vary depending on the funding source, and may apply to some phases or all phases listed depending on how each phase is funded.

⁶¹ Work phase abbreviations are as follows:

- CN: Construction
- PE: Preliminary Engineering
- PL: Planning
- OT: Other
- RW: Right-of-way
- UR: Utility Relocation



It is important to note that details listed are subject to change after this MTIP is adopted. The level of refinement of project information varies and details may change throughout the program period. For the most current, detailed project information following adoption of this MTIP, refer to the project lookup tool available on the [ODOT Region 4 webpage](#).

BMPO PROJECTS

Project 22921 – Bend MPO Planning SFY28

Project Description: Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Work type: Planning

Match required: \$36,183.61

TABLE 18: 2027-2030 MTIP PROJECT FUNDING DETAIL – 22921

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PL	2027	25MP	FTA 5303	\$91,809.24	\$-	\$10,507.98	\$102,317.22
PL	2027	Y450	PL Funds	\$224,330.50	\$12,837.82	\$12,837.81	\$250,006.13
TOTAL				\$316,139.74	\$12,837.82	\$23,345.79	\$352,323.35



Project 24052 – Bend MPO Planning SFY29

Project Description: Planning funds for projects identified in state fiscal year 2029 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Work Type: Planning

Match required: \$32,084.33

TABLE 19: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24052

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PL	2028	25MP	FTA 5303	\$84,260.33	\$-	\$9,643.97	\$93,904.30
PL	2028	Y410	PL Funds	\$5,928.67	\$-	\$-	\$5,928.67
PL	2028	Y450	PL Funds	\$196,063.58	\$11,220.18	\$11,220.18	\$218,503.94
TOTAL				\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91



Project 24062 – Bend MPO Planning SFY30

Project Description: Planning funds for projects identified in state fiscal year 2030 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Work Type: Planning

Match required: \$32,084.33

TABLE 20: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24062

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PL	2029	25MP	FTA 5303	\$84,260.33	\$-	\$9,643.97	\$93,904.30
PL	2029	Y410	PL Funds	\$5,928.67	\$-	\$-	\$5,928.67
PL	2029	Y450	PL Funds	\$196,063.58	\$11,220.18	\$11,220.18	\$218,503.94
TOTAL				\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91



Project 24072 – Bend MPO Planning SFY31

Project Description: Planning funds for projects identified in state fiscal year 2031 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Work Type: Planning

Match required: \$32,084.33

TABLE 21: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24072

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PL	2030	25MP	FTA 5303	\$84,260.33	\$-	\$9,643.97	\$93,904.30
PL	2030	Y410	PL Funds	\$5,928.67	\$-	\$-	\$5,928.67
PL	2030	Y450	PL Funds	\$196,063.58	\$11,220.18	\$11,220.18	\$218,503.94
TOTAL				\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91



CITY OF BEND PROJECTS

Project 20378 – Archie Briggs Rd (Deschutes River) Bridges

Project Description: Replace bridges 17C05 & 17C040 with ones that meet current standards.

Work Type: Bridge

Match required: \$639,049.01

TABLE 22: 2027-2030 MTIP PROJECT FUNDING DETAIL – 20378

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PE	2020	OTH0	Other than State OR	\$-	\$-	\$633,940.09	\$633,940.09
PE	2020	Y001	NHPP	\$314,901.15	\$-	\$36,041.85	\$350,943.00
PE	2020	Z001	NHPP	\$726,220.78	\$-	\$83,119.22	\$809,340.00
RW	2027	OTH0	Other than State OR	\$-	\$-	\$56,893.31	\$56,893.31
RW	2027	Y240	STBG	\$8,973.00	\$-	\$1,027.00	\$10,000.00
UR	2027	Y240	STBG	\$8,973.00	\$-	\$1,027.00	\$10,000.00
CN	2027	Y240	STBG	\$4,524,366.06	\$-	\$517,833.94	\$5,042,200.00
TOTAL				\$5,583,433.99	\$-	\$1,329,882.41	\$6,913,316.40



Project 22774 – NE Norton Ave (Bend)

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

Work Type: Safety

Match required: \$57,879.90

TABLE 23: 2027-2030 MTIP PROJECT FUNDING DETAIL – 22774

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PE	2026	YS30	HSIP	\$159,399.00	\$-	\$17,711.00	\$177,110.00
RW	2026	YS30	HSIP	\$42,082.20	\$-	\$4,675.80	\$46,758.00
CN	2027	YS30	HSIP	\$319,437.90	\$-	\$35,493.10	\$354,931.00
TOTAL				\$520,919.10	\$-	\$57,879.90	\$578,799.00



Project 23494 – Hawthorne Ave Pedestrian & Bicyclist Overcrossing (Bend)

Project Description: Provide safe access for pedestrians and bicyclists by designing and constructing a bridge over US97 and BNSF railroad connecting east Hawthorne Avenue to downtown Bend.

Work Type: Bicycle/Pedestrian

Match required: \$1,928,264.50

TABLE 24: 2027-2030 MTIP PROJECT FUNDING DETAIL – 23494

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PE	2024	OTH0	Other than State OR	\$-	\$-	\$61,904.76	\$61,904.76
PE	2024	RA12	National infrastructure invest RAISE 2023 APPR	\$3,892,704.00	\$-	\$973,176.00	\$4,865,880.00
PE	2024	S080	BIKEWAYS	\$-	\$144,444.45	\$-	\$144,444.45
RW	2026	Y603	FHWA Congressionally Directed Spending	\$1,076,760.00	\$-	\$123,240.00	\$1,200,000.00
CN	2027	OTH0	Other than State OR	\$-	\$-	\$3,964,919.24	\$3,964,919.24
CN	2027	RA12	National infrastructure invest RAISE 2023 APPR	\$15,667,296.00	\$-	\$-	\$15,667,296.00
CN	2027	Y300	TAP transportation alternatives program flex IIJA	\$818,518.55	\$-	\$302,698.00	\$1,121,216.55



Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
CN	2027	Y603	FHWA Congressionally Directed Spending	\$4,623,240.00	\$-	\$529,150.50	\$5,152,390.50
TOTAL				\$26,078,518.55	\$144,444.45	\$5,955,088.50	\$32,178,051.50



Project 23522 – City of Bend Mobility Points

Project Description: This project will develop a mobility point pilot program for the city of Bend, creating two mobility points. These mobility points will feature bus shelters, e-bike-sharing stations with charging facilities, bicycle parking, and electric vehicle charging equipment.

Work Type: OP-CARBON

Match required: \$124,361.30

TABLE 25: 2027-2030 MTIP PROJECT FUNDING DETAIL – 23522

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PE	2026	Y606	Carbon reduction 50,000-200,000 population IIJA	\$293,417.10	\$-	\$33,582.90	\$327,000.00
CN	2027	Y606	Carbon reduction 50,000-200,000 population IIJA	\$793,139.80	\$-	\$90,778.40	\$883,918.20
TOTAL				\$1,086,556.90	\$-	\$124,361.30	\$1,210,918.20



Project 24266 – Big Sky Trail Undercrossing at US20 (Bend)

Project Description: The Big Sky Trail is a planned trail that will run between Big Sky Park and the Central Oregon Historic Canal Trail connecting to residential developments, commercial zones, employment centers and other trails. The planned trail parallels 27th Street and crosses US20.

Work Type: Bicycle/Pedestrian

Match required: \$45,783.66

TABLE 26: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24266

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PL	2027	Y306	TAP 50k-200k population IIJA	\$400,016.34	\$-	\$45,783.66	\$445,800.00
TOTAL				\$400,016.34	\$-	\$45,783.66	\$445,800.00



Project 24267 – Knott Road: China Hat Rd – Brosterhous Rd (Bend)

Project Description: This project will design a shared-use path, enhanced pedestrian crossing, illumination, and speed feedback signs to improve safety on Knott Road.

Work Type: Safety

Match required: \$37,000.00

TABLE 27: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24267

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PL	2027	YS30	HSIP	\$333,000.00	\$-	\$37,000.00	\$370,000.00
TOTAL				\$333,000.00	\$-	\$37,000.00	\$370,000.00



ODOT PROJECTS

Project 23071 – US97 Culvert Corridor Phase 2

Project Description: Design repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.

Work Type: Culvert

Match required: \$48,107.76

TABLE 28: 2027-2030 MTIP PROJECT FUNDING DETAIL – 23071

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
PE	2027	Y001	NHPP	\$420,322.24	\$48,107.76	\$-	\$468,430.00
TOTAL				\$420,322.24	\$48,107.76	\$-	\$468,430.00



TRANSIT PROJECTS

Project 22979 – Enhanced Mobility S&ID – COIC FFY27

Project Description: Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.

Work Type: Transit

Match required: \$78,750.00

TABLE 29: 2027-2030 MTIP PROJECT FUNDING DETAIL – 22979

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2027	5310	FTA 5310	\$350,000.00	\$-	\$78,750.00	\$428,750.00
TOTAL				\$350,000.00	\$-	\$78,750.00	\$428,750.00



Project 23010 – Bend Transit operations capital 2027 (5307)

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

Work Type: Transit

Match required: \$1,292,008.00

TABLE 30: 2027-2030 MTIP PROJECT FUNDING DETAIL – 23010

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2027	5307	FTA 5307	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
TOTAL				\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00



Project 23794 – Oregon Transportation Network – COIC FFY27

Project Description: Urbanized public transit capital funding for federal fiscal year 2027. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Work Type: Transit

Match required: \$36,067.00

TABLE 31: 2027-2030 MTIP PROJECT FUNDING DETAIL – 23794

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2027	Y240	STBG	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL				\$315,121.00	\$-	\$36,067.00	\$351,188.00



Project 23941 – Enhanced Mobility S&ID – COIC FFY28

Project Description: Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.

Work Type: Transit

Match required: \$74,367.00

TABLE 32: 2027-2030 MTIP PROJECT FUNDING DETAIL – 23941

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2028	5310	FTA 5310	\$330,518.00	\$-	\$74,367.00	\$404,885.00
TOTAL				\$330,518.00	\$-	\$74,367.00	\$404,885.00



Project 23942 – Enhanced Mobility S&ID – COIC FFY29

Project Description: Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.

Work Type: Transit

Match required: \$75,110.00

TABLE 33: 2027-2030 MTIP - PROJECT FUNDING DETAIL – 23942

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2029	5310	FTA 5310	\$333,823.00	\$-	\$75,110.00	\$408,933.00
TOTAL				\$333,823.00	\$-	\$75,110.00	\$408,933.00



Project 24418 – Bend Transit Operations Capital 2028 (5307)

Project Description: Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2028.

Work Type: Transit

Match required: \$1,292,008.00

TABLE 34: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24418

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2028	5307	FTA 5307	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
TOTAL				\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00



Project 24419 – Bend Transit Operations Capital 2029 (5307)

Project Description: Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2029.

Work Type: Transit

Match required: \$1,292,008.00

TABLE 35: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24419

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2029	5307	FTA 5307	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
TOTAL				\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00



Project 24420 – Bend Transit Operations Capital 2030 (5307)

Project Description: Program 5307 operations, ADA service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2030.

Work Type: Transit

Match required: \$1,292,008.00

TABLE 36: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24420

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2030	5307	FTA 5307	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
TOTAL				\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00



Project 24421 – Oregon Transportation Network – COIC FFY28

Project Description: Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Work Type: Transit

Match required: \$36,067.00

TABLE 37: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24421

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2028	Y240	STBG	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL				\$315,121.00	\$-	\$36,067.00	\$351,188.00



Project 24422 – Oregon Transportation Network – COIC FFY29

Project Description: Urbanized public transit capital funding for federal fiscal year 2029. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Work Type: Transit

Match required: \$36,067.00

TABLE 38: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24422

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2029	Y240	STBG	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL				\$315,121.00	\$-	\$36,067.00	\$351,188.00



Project 24423 – Oregon Transportation Network – COIC FFY30

Project Description: Urbanized public transit capital funding for federal fiscal year 2030. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.

Work Type: Transit

Match required: \$36,067.00

TABLE 39: 2027-2030 MTIP PROJECT FUNDING DETAIL – 24423

Phase	Current MTIP Year	Fund Code	Funding Category	Federal Total	State Total	Local Total	Total Current Estimate
OT	2030	Y240	STBG	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL				\$315,121.00	\$-	\$36,067.00	\$351,188.00



Appendix F: Other BMPO Area Projects

BMPO COVID RELIEF PROGRAM PROJECTS

In fiscal year 2021, the BMPO received a one-time allocation of COVID relief funding, in the amount of \$1,500,900. All of these funds were awarded by the BMPO Policy Board to local projects. Some of the projects receiving BMPO COVID Relief Program funds are already complete, while others will be completed within the early part of the 2027-2030 period. These projects are not listed in the MTIP as they do not meet the criteria for inclusion.

To learn more about the projects funded through this program, visit the [BMPO COVID Relief Program webpage](#).

BMPO STATE HIGHWAY FUND (SHF) PROGRAM PROJECTS

The BMPO receives an annual allocation of SHF funds. A significant portion of these funds are awarded by the BMPO Policy Board to projects led by local jurisdictions and agencies. Several projects receiving BMPO SHF Program funding are programmed for delivery during the four-year period covered by this MTIP; however, they are not listed in the MTIP as they do not meet the criteria for inclusion⁶².

To learn more about the projects funded through this program, visit the [BMPO SHF Program webpage](#).

CITY OF BEND PROJECTS

Most of the BMPO area is located within the Bend UGB. To learn more about City of Bend projects, including those not listed in the MTIP, visit the [City of Bend Construction Projects webpage](#).

DESCHUTES COUNTY PROJECTS

While most of the BMPO area is located within the Bend UGB, part of the planning area is in the jurisdiction of Deschutes County.

To learn more about Deschutes County projects, including those that may be located in or near the BMPO area but are not listed in the MTIP, refer to the [Deschutes County Projects and Capital Improvement Plan webpage](#).

⁶² In previous years, the BMPO received an annual allocation of federal Surface Transportation Block Grant (STBG) funds instead of SHF funds. Projects receiving BMPO STBG Program funds were listed in past MTIPs as they met the criteria for inclusion in the program.



Appendix G: Project Funding Sources

Jurisdictions in the BMPO area use a variety of federal, state, and local funding sources for implementing transportation projects. Known and/or anticipated funding sources for the projects listed in this MTIP, at the time of its adoption, are briefly described below.

FEDERAL FUNDING

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law⁶³. This legislation expanded upon initiatives established in the several prior transportation legislation packages. Under these Acts, State and local governments were given more flexibility in determining transportation solutions for transit, highways, and multimodal projects.

Federal-Aid Highway Funding Programs

The IIJA contains several major federal-aid highway funding programs for roadway, safety, and multimodal projects, including the following:

- Federal Lands Access Program (FLAP)
- Highway Safety Improvement Program (HSIP)
- Metropolitan Planning (PL)
- National Highway Performance Program (NHPP)
- Safe Streets and Roads for All (SS4A)
- Statewide Planning and Research (SPR)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives (TAP)

A brief description of each of these programs is provided below. Some of these major programs contain subprograms. Many of these programs are administered by the FHWA.

Federal Lands Access Program (FLAP)

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

⁶³ The IIJA is set to expire on September 30, 2026. In FFY26, decisions made regarding reauthorization, will directly affect MPOs – from how they are funded and how they can utilize funding to how much authority they have in local transportation decision-making.



Highway Safety Improvement Program (HSIP)

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

Metropolitan Planning (PL)

PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs.

National Highway Performance Program (NHPP)

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

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

Safe Streets and Roads for All (SS4A) Grant Program

The **SS4A program** funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. There are two main types of grants under the program – Planning and Demonstration Grants for Action Plans and Implementation Grants. MPOs are eligible to apply for these funds.

Statewide Planning and Research (SPR) Funds

SPR funds are primarily federal. They support transportation planning as well as research, development, and technology sharing. These funds may be used for the following:

- Engineering and economic surveys and investigations
- Planning of future highway programs and local public transportation systems
 - Planning of the financing of such programs and systems, including metropolitan and statewide planning
- Development and implementation of management systems
- Studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof
- Research, development, and technology transfer activities necessary for planning, design, construction, and maintenance of highways, public transportation, and intermodal transportation systems
- Study, research, and training on engineering standards and construction materials for the above systems, including evaluation and accreditation of inspection and testing and the regulation and taxation of their use



Surface Transportation Block Grant (STBG) Program

The **STBG program** provides flexible funding for a broad range of transportation uses. These funds may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

Transportation Alternatives (TA) Program

The TA provides funding for programs and projects defined as transportation alternatives, including:

- On- and off-road pedestrian and bicycle facilities
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation
- Recreational trail program projects
- Safe Routes to School (SRTS) projects
- Projects for planning, designing, or constructing boulevards and other roadways

FTA Funding Programs

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

- Section 5303 Metropolitan Planning
- Section 5307 Urbanized Area Formula Program
- Section 5310 Elderly/Disabilities
- Section 5311 Rural and Small Urban Areas Formula Program
- Section 5339 Bus and Bus Facilities Program

A summary of these programs is provided below.

Transit Section 5303 Program

Transit Section 5303 funds are part of the Transit Planning and Research Program. These funds are allocated among the following programs:

- Metropolitan Transit Planning
- Rural Transportation Assistance Program
- Statewide planning, research, and training

The Metropolitan Transit Planning funds are allocated to states under a formula apportionment on behalf of MPOs, based on a state formula cooperatively developed with MPOs and approved by the FTA.



Transit Section 5307 Program

The Section 5307 Formula Grant Program makes funds available on the basis of a statutory formula to all urban areas in the country. The funds may be used for public transportation capital, planning, job access, and reverse commute projects. In certain circumstances, they may also be used for operating expenses. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urban areas, which depend on public transportation to improve mobility and reduce congestion.

Section 5307 funds have non-federal (state or local) match requirements. The amount of the required match depends on what is being funded. Funding for capital projects⁶⁴ requires a 20% non-federal match, while funding for operating assistance has a 50% non-federal match requirement.

Transit Section 5310 Program

The Section 5310 program provides funding for transportation services for seniors and people with disabilities. The intent is to enhance mobility by providing funding for programs that serve the unique needs of these transit-dependent populations, beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Section 5310 funds are awarded annually on a competitive basis. They may go to private, nonprofit organizations or to public bodies that coordinate service, and they may be used for capital costs or for capital costs of contracting for services.

Transit Section 5311 Program

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

Transit Section 5339 Program

Section 5339 provides capital funding to replace, rehabilitate, and purchase buses and related equipment. It also provides funding for constructing bus-related facilities. For capital projects, these funds have a 20% non-federal match requirement.

Other Federal Funding Programs

Other federal funding programs are also available to fund transportation projects. Two key programs are the Secure Rural Schools (SRS) and Community Self-Determination Act and the Community Development Block Grants (CDBG) Program, described below.

⁶⁴ Capital funds are used for transit maintenance (e.g., replacing buses) and other projects.



SRS and Community Self-Determination Act⁶⁵

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

CDBG Program

The **CDBG program**, which is administered by the U.S. Department of Housing and Urban Development (HUD), provides assistance for . The grant funding could potentially be used for transportation improvements in eligible areas. The City of Bend 2025 CDBG Amended Annual Action Plan allocates a portion of its CDBG funds for sidewalk construction immediately adjacent to low-income housing developments. The sidewalks will be constructed in three Census Tracts that have large percentages of low- and moderate-income households. Additionally, these tracts have more people with disabilities, more single income earning households, and more renter occupied units than owner occupied units.

STATE FUNDING PROGRAMS

The following state funding programs are described below:

- Oregon's State Highway Fund (SHF)
- Traffic Control Projects
- Statewide Transportation Improvement Fund (STIF)

Oregon's State Highway Fund

A major source of funding for transportation capital improvements and activities statewide is Oregon's State Highway Fund (SHF). The SHF primarily derives revenue from:

- Taxes on motor fuel taxes, including gas tax and diesel tax
- Taxes on heavy trucks (freight), including weight-mile tax and truck registrations
- Driver and vehicle fees, including licenses and vehicle title and registration
- Starting in 2027, efficient vehicles that pay little or no gas tax will start paying a per-mile road usage charge

Historically, these revenues were allocated as follows: 16% to cities, 24% to counties, and 60% to ODOT. However, this has changed over time. Following the approval of House Bill 2001 (HB2001), during the 2009 legislative session, the gas tax increased by 6 cents. The resultant new tax revenue was then allocated as follows: 20% to cities, 30% to counties, and 50% to ODOT. During the 2017 legislative session, House Bill 2017 (HB2017) was approved. HB2017 also increased the gas tax, though in increments over several years. The counties' allocation of these funds is now based on the number of vehicle registrations, while the allocation to cities is based on population.

⁶⁵ As of the date of adoption of this MTIP, the SRS and Community Self-Determination Act was not renewed. However, there is significant support to renew it.



Of the SHF revenue allocated to cities, counties, and ODOT, by law⁶⁶ at least 1% of the funds must be spent on the development of footpaths and bikeways. ODOT administers its bicycle/pedestrian funds and handles bikeway planning, design, engineering, and construction. It also provides technical assistance and advice concerning bikeways to local governments.

Through a cooperative process, ODOT distributes a portion of its SHF funds to the small MPOs⁶⁷ in Oregon. This includes an annual allocation of SHF funding to the BMPO. These allocations, which are finalized at the statewide level, are expected to remain steady.

Traffic Control Projects

The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets or county roads. These types of intersections, which are included on the statewide priority list, are eligible to participate in the cost sharing policy. ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic Control Devices (MUTCD). Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

Statewide Transportation Improvement Fund (STIF)

The HB2017 transportation funding package established a new dedicated source of funding for improving or expanding public transportation service in Oregon. This new funding source is called the Statewide Transportation Improvement Fund, or STIF. The program includes both formula funding and discretionary funding.

In 2023, the State Special Transportation Fund (STF) was incorporated into the STIF program. ODOT's Public Transit section administers this discretionary grant program that is funded by state cigarette tax revenue and a percentage of the revenue from sales of photo identification cards. The program provides supplementary support for transportation services for seniors and people with disabilities. A competitive process has been established for awarding STF funds. The STF program is now part of the STIF program.

⁶⁶ See [ORS 366.514](#).

⁶⁷ A small MPO is an urban area with a population greater than 50,000 but less than 200,000. There are eight MPOs in Oregon, five of which are designated as small MPOs.



LOCAL FUNDING PROGRAMS

Local funding programs include:

- Developer Exactions
- Farebox Revenue
- Franchise Fees
- General Obligation (GO) Bonds
- Local Gas Tax
- Local Parking Fees
- Property Taxes
- Public/Private Partnerships
- Special Road Districts
- Systems Development Charges (SDCs)
- Transient Room Tax (TRT)

A brief description for each of these is provided on the following pages.

Developer Exactions

Prior to the establishment of transportation SDCs (more on SDCs below), the City of Bend used a different method of exacting transportation system improvements. Financial requirements for development have continued since the City adopted transportation SDCs for transportation impacts that exceed the possible development-related fees. These contributions have decreased considerably since the adoption of the transportation SDC. These exactions, when associated with qualified transportation improvements, are eligible for SDC reimbursement. However, developers are required to build the local streets serving their developments without reimbursement. ODOT also uses developer exactions.

Farebox Revenue

A percentage of CET's operating funds are received from farebox revenues.

Franchise Fees

Cities may collect franchise fees from local utility companies that utilize the public right-of-way for conveyance of their services. The City of Bend currently collects franchise fees from several private utility companies. A percentage of the funds derived from these franchise fees are allocated for street maintenance and improvement needs.



General Obligation (GO) Bonds

Government units must pay the interest and principal on municipal debts as they come due. General Obligation (GO) bonds are municipal debts used to fund major public projects, including transportation infrastructure. They are secured by the “full faith, credit, and taxing power” of a local governmental subdivision, such as a city. Repayment of the debt is financed by all taxpayers of the issuing municipality. In Oregon, by law GO bonds can only be authorized by popular vote.

A GO bond is currently being used to finance transportation projects within the BMPO area. Refer to the [City of Bend 2020 Transportation GO Bond webpage](#) for more information.

Local Gas Tax

A local gas tax, which is an additional tax collected at the pump and added to existing state and federal taxes, has not been implemented in the BMPO area.

Local Jurisdiction Funding

Funding also comes from the local jurisdictions, which include:

- CET
- City of Bend
- Deschutes County

Cascades East Transit (CET)

CET receives revenues from:

- Advertising revenues
- City of Bend general fund
- Farebox revenues
- FTA
- ODOT

City of Bend

The City of Bend receives transportation revenues from many sources, including:

- Franchise fees
- Oregon gas tax
- SDCs
- Vehicle registration revenues
- Transportation Utility Fee

These revenues are used for local projects. They also provide the required non-federal match for federally funded projects.



Deschutes County

Deschutes County's primary source of transportation revenue is shared revenue from the Oregon Highway Fund. The County's revenues are grouped into one large fund, known as the Road Fund, for the purpose of developing the Road Department budget and the Deschutes County CIP.

Local Parking Fees

Parking fees are a common method of generating revenue for public parking development and maintenance. Most cities have some public parking, and many charge nominal fees for the use of public parking spaces. Cities also generate revenue from parking citations. In the BMPO area, parking fees are collected on a limited basis.

Property Taxes

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

Public/Private Partnerships

The City of Bend may enter into agreements with developers and property owners to construct transportation improvements. These improvements may be provided by developers and local improvement district financing, in combination. These partnerships may occur when the costs and timing needs for various projects exceed the financial capacity of any one entity, including the city.

Special Road Districts

A Special Road District, comparable to a Local Improvement District, provides a means for funding specific improvements that benefit a specific group of property owners. These districts require property owner approval and a specific project definition. The residents forming the district agree to pay property taxes to support the special district.

Special road districts exist throughout unincorporated Deschutes County. Road District Commissioners are appointed by the Deschutes County Board of Commissioners to operate the district.

One special road district exists within the BMPO area. Visit the [Deschutes County Special Road Districts webpage](#) to learn more about special road districts in or near the BMPO area.

Systems Development Charges (SDCs)

SDCs are fees paid by land developers. These fees are intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of development. SDCs are calculated to include the cost of impacts on adjacent areas or services, such as parks and recreation use or traffic congestion. These charges vary depending on the type of development (e.g., residential, commercial, industrial). Transportation SDCs are collected by the City of Bend and Deschutes County.



Transient Room Tax (TRT)

The City of Bend currently levies a TRT on gross room receipts on transient lodging accommodations in the city. A percentage of the revenue can be used to fund transportation services.

Urban Renewal/Tax Incremental Financing Funding

Urban renewal is funded by Tax Increment Financing (TIF), a financing tool used by the City of Bend to improve certain areas of the community. Large TIF areas have been established in various locations in city of Bend. The City of Bend is also considering implementing site specific TIF areas associated with affordable housing. It is anticipated that a percentage of the revenue generated from these districts will be dedicated to transportation improvements in the respective taxing areas.



Appendix H: CET Statement of Financial Capacity

Each year, CET provides the FTA with signed assurances and certifications through the Transportation Electronic Award Management (TEAM) system. Please contact CET for copies of the certificates and assurances. CET can be contacted at the Bend Operations Center 1250 NE Bear Creek, Bend, OR 97701 (541) 385-8680 or online via the [CET Contact webpage](#).



Appendix I: BMPO Self-Certification

The current self-certification for the BMPO is available on the BMPO website.

This document is required for MPOs, per the Federal-Aid Policy Guide in **23 CFR 450.330(a)**, which states:

"The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO, the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under § 450.336, a review of the metropolitan transportation plan by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA."



Language Assistance Services & Accommodation Information for People with Disabilities

You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122. Relay Users Dial 7-1-1.

Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Kelli Kennedy en kkennedy@bendoregon.gov o 541-693-2122. Los usuarios del servicio de retransmisión deben marcar el 7-1-1.