



Proposed Metropolitan Transportation Improvement Program

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



BMPO
Bend Metropolitan
Planning Organization



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From the Bend Metropolitan Planning Organization



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By adopting the 2027-2030 Metropolitan Transportation Improvement Program (MTIP), the BMPO Policy Board selects the projects identified in the 2027-2030 MTIP project list 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 the Oregon Department of Transportation (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 on 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 Members and Staff¹

BMPO Policy Board

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

BMPO Technical Advisory Committee

- Quinn Keever, Bend Park and Recreation District (BPRD)
- Paul Dean, Bend-La Pine Schools
- Tyler Deke, BMPO*
- Bob Townsend, CET
- Josh Clawson, Central Oregon Community College*
- Susanna Julber, City of Bend
- James Dorofi, Community Member
- Sydney Forbes, Community Member
- Brian Potwin, Commute Options
- Tarik Rawlings, Deschutes County
- Neil Baunsgard, Deschutes County Bicycle and Pedestrian Advisory Committee
- 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*

¹ Nonvoting members are 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 50,000.² 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 area.³ 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](#).

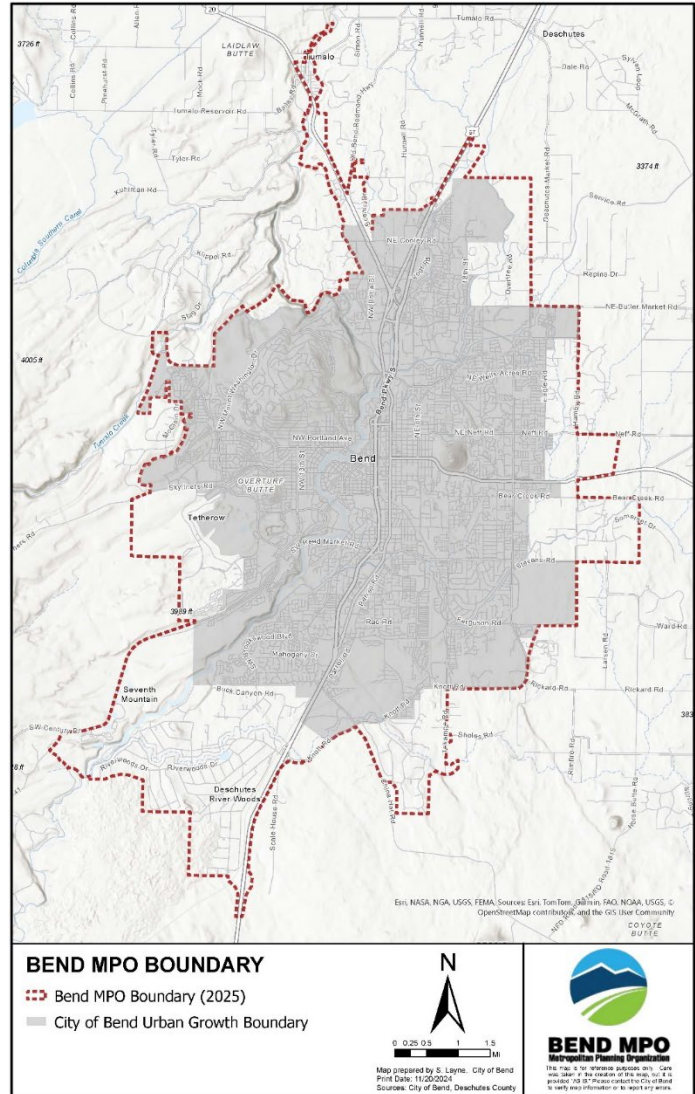


FIGURE 1: MAP OF THE BMPO BOUNDARY, AS APPROVED IN JANUARY 2025.

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). To learn more, refer to **23 CFR Part 450 – Planning Assistance and Standards**. The BMPO area is the area within the BMPO boundary.

³ Refer to Appendix A to learn more about the 3C transportation planning process. 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 (e.g., emergency response) or areas.

Some of the coordination involved in the 3C transportation 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 also 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

The BMPO Technical Advisory Committee (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. It 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 Program & Budget webpage](#).

BMPO STAFFING

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

⁴ The BMPO fiscal year runs from July 1 of one calendar year through June 30 of the next.





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 transportation planning, programming, reporting, and monitoring requirements for the BMPO.⁶

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 a short-range MTIP
- Development and maintenance of a long-range Metropolitan Transportation Plan (MTP)⁷
- Development of a Public Participation Plan
- Development of a Title VI Plan
- Development and maintenance of an annual or biennial Unified Planning Work Program (UPWP)⁸

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

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 An MTP covers a planning horizon of at least a 20 years and is required to be updated at least every five years. The BMPO MTP, which was last updated in September 2024 and covers a 20-year period, is available on the **BMPO MTP webpage**.

⁸ If a UPWP covers two years, it must be updated midcycle.



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 years. 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. The requirements 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 it must cover. The regulations also determine which jurisdictions are to be involved in MTIP development and amendment processes, identify the general requirements around the inclusion of the public and interested parties in those processes, and establish the levels of approval required for the adopted or 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 detail that must be provided for each listed project, and the financial information that must be included in order to demonstrate financial constraint. The rules also outline how the MTIP must align with other plans and programs and what it 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 applicable federal requirements are addressed. Additional information about the applicable federal regulations, including specific code 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.



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, which spans federal fiscal years 2027 through 2030 (FFY27-FFY30).¹⁰ It overlaps the 2024-2027 MTIP¹¹ 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 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 reasonable expectation of project delivery and provides public transparency around federal spending on area transportation improvements. With programmed regionally significant transportation improvements included in the project list, the MTIP also serves to illustrate a regional commitment to providing specific funding amounts to transportation improvements.¹²

¹⁰ MTIP periods are aligned with federal fiscal years (FFYs), which run from October 1 of one calendar year through September 30 of the next. The two-digit suffix in the abbreviation for a one-year period represents the calendar year in which the FFY ends. For example, FFY27 runs from October 1, 2026, to September 30, 2027.

¹¹ The 2024-2027 MTIP was adopted in May 2023.

¹² 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 transportation 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 public transportation operator for the area) to develop a draft project list and establish compatible MTIP and STIP¹³ development timelines. This coordination, which may also involve other local agencies, helps ensure the appropriate projects and funds are programmed.¹⁴ 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 the development process 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 confirm the programmed improvements are consistent with the long-range transportation planning goals that the MTP has identified 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

¹³ The STIP is a 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.

¹⁴ Beginning with the 2027-2030 MTIP, only City of Bend and ODOT projects/phases in the first year of the program period (in this case FFY27) are listed at the time of MTIP and STIP adoption. This new process for the BMPO is due to a change with ODOT's STIP development process. At the time of adoption of this MTIP, ODOT is in the process of transitioning from a four-year STIP cycle to a 10-year Capital Investment Plan (CIP), the framework for which is expected to be complete by the end of 2026. As part of this transition, the ODOT STIP development process has moved to adopting projects into the STIP year by year as opposed to the previous practice of adopting all four years of projects at once. The purpose of this change in process is to ensure projects/phases are programmed with more accurate funding amounts and project details.



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).

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. Following approval at the state level, USDOT then considers approval of the MTIP by way of approving the STIP.

The adopted MTIP, which is required to be made readily available to the public, is posted to the **BMPO MTIP 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
- USDOT decides whether to approve the locally adopted, state approved MTIP, by way of approving the STIP



AMENDMENT PROCESS

This 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. Beginning with the 2027-2030 MTIP, a relatively substantial amendment to program City of Bend and ODOT projects/phases for FFY28-FFY30 one program year at a time is anticipated to occur annually.¹⁵

Project Amendments

Proposed amendments to projects that are either already programmed in the MTIP 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 nature of the changes in a proposed amendment determines 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 category 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 category require a formal public process and Policy Board approval prior to processing.

¹⁵ While amending the FFY28-FFY30 City and ODOT projects/phases into the MTIP one year at a time may involve significant changes annually, this process is expected to result in fewer amendments over the course of the program period. (See preceding footnote for related information.)



Because a wide variety of modifications are possible within these two broad amendment categories, the BMPO uses the MTIP Amendment Matrix in Appendix C to ensure amendments are categorized and processed in a consistent and transparent manner.¹⁶ 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 amendments, amendments to the other content in the MTIP document and appendices are divided into two categories – 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 plans and projects (e.g., BMPO Public Participation Plan, BMPO Boundary Map) may also be processed administratively.¹⁷

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. Though, 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 updates required for federal compliance, modifications to the MTIP Amendment Matrix (e.g., changing the categorization of existing items, adding/removing items), and revising performance measures (PMs) 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 category, the MTIP document is amended only when necessary for the purposes of maintaining federal compliance and program integrity.¹⁸ If the MTIP document is

¹⁶ The MTIP Amendment Matrix has been developed to identify the classification of the most likely modifications to occur. It 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.

¹⁷ BMPO plans and projects that serve as primary sources of information referenced in this document involve separate public engagement and board approval processes during development.

¹⁸ Changes to logos, formatting, or decorative images are applied administratively and only if necessary (e.g., for accessibility purposes) or if possible concurrent with other necessary/required amendments.



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 online¹⁹ and via email notification to BMPO interest groups (stakeholders, agency staff) and local media,²⁰ and the 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 adoption.²¹ 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 programs.²²

¹⁹ On the BMPO website, the **City of Bend Meetings & Events Calendar**, and on social media.

²⁰ The Bulletin, a local newspaper, publishes a weekly list of public meetings. It includes TAC and Policy Board meetings.

²¹ Prior to review and discussion of the draft MTIP by the TAC and Policy Board, the document is made publicly available. The draft MTIP may be updated as it is refined following each step of the review process.

²² 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 CIPs.



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 indirectly.²³

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, local agencies and jurisdictions, and other interested parties are first reviewed by BMPO staff. Comments requiring minor revisions (e.g., requests for additional or clarifying information) are addressed administratively. 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 BMPO staff determine how to respond to comments received. If significant changes to the draft MTIP are recommended in response to comments received, the document is revised and an additional formal public notification process is conducted, repeating the same steps outlined for the initial notification process.

Comments received during development of this MTIP are listed in Appendix D, along with information regarding how each comment was addressed.

²³ 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.



PMs and Targets

FEDERAL FRAMEWORK

To provide more transparency in the selection and prioritization of transportation projects, federal legislation²⁴ stipulates that a performance measurement framework must be used in the development of the MTIP and the MTP. This framework includes federal performance goals, federally required PMs, and MPO or state department of transportation (DOT)-established performance targets. The goals are broad statements of what needs to happen, the PMs serve as specific metrics for gauging performance, and the targets provide quantifiable, time-bound values for tracking progress toward achieving the goal.

The federal goal areas and PMs applicable to the BMPO include:

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

The BMPO has opted to support the ODOT-established targets applicable to the federal PMs for Infrastructure Condition, Safety, and System Reliability. It has also opted to support the CET-established targets applicable to the federal PMs for local transit – TAM and Transit Safety.²⁵

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).

²⁴ Beginning with the Moving Ahead for Progress in the 21st Century Act and continuing to the current Infrastructure Investment and Jobs Act.

²⁵ 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](#).





Infrastructure Condition

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

The Infrastructure Condition PMs and targets apply only to roadways on the National Highway System (NHS).²⁶ Additionally, note that the BMPO baseline percentages (actual percentages report) exceed the ODOT-established targets for most of these PMs. This helps ODOT meet these targets when applied statewide.

TABLE 1: BMPO FEDERAL PMs AND TARGETS – INFRASTRUCTURE CONDITION²⁷

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%

²⁶ 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)

²⁷ Data source: ODOT Construction Section and ODOT Bridge Program.





Safety

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

The ODOT-established targets for the Safety PMs are based on an S-curve forecast trend²⁸ using five-year averages to achieve the vision of zero fatalities and life-changing injuries by 2035.²⁹ These apply to all public roadways and are updated annually.

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

TABLE 2: BMPO FEDERAL PMs AND TARGETS – SAFETY³⁰

PM	2024 Baseline	2025 Target
Number of Fatalities	6	5
Fatality Rate	0.86	0.77
Number of Serious Injuries	63	25
Serious Injury Rate	8.99	4.00
Number of Non-Motorized Fatalities and Serious Injuries	10	5

²⁸ 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 information.

²⁹ At the time of this writing, the Oregon Transportation Safety Action Plan is undergoing an update with the 2035 target date expected to be extended to 2050.

³⁰ Data source: ODOT Transportation Data Section, Crash Analysis & Reporting Unit.





System Reliability

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

The System Reliability PM and target apply only to BMPO roadways on the NHS.³¹ Additionally, as mentioned previously for Infrastructure Condition, note that the BMPO baseline percentage exceeds the target for this PM – helping ODOT meet the target statewide.

TABLE 3: BMPO FEDERAL PMS AND TARGETS – SYSTEM RELIABILITY³²

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

³¹ 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)

³² Data source: ODOT Policy, Data & Analysis Division.





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 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. Note that CET has a total of 47 revenue vehicles.

TABLE 4: BMPO FEDERAL TRANSIT PMs AND TARGETS – TAM³³

PM	2025 Baseline ³⁴	2026 Target
Revenue Vehicles (47): Percent that have met or exceeded their usable life benchmark	<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%

³³ Data source: **FTA 2024 TAM Performance Tool**.

³⁴ 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 CET’s Transit Safety PMs and targets identified in the Central Oregon Intergovernmental Council (COIC) 2025 Public Transportation Agency Safety Plan (PTASP). Note that CET’s baseline numbers are generally at or below the targets.

TABLE 5: BMPO FEDERAL TRANSIT PMs AND TARGETS – TRANSIT SAFETY³⁵

PM	2025 Baseline	2026 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

³⁵ 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 listed.³⁶ The projects included meet specific criteria outlined in federal regulations that pertain to MTIP development and project selection.³⁷

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 project list, which includes significant project information, in Tables 6-9.

To learn about the programmed projects in greater detail, refer to Appendix E or use the project lookup tool on the [ODOT Projects webpage](#).³⁸

PROJECT LIST REQUIREMENTS

In addition to the parameters for project location and delivery schedule, the Code of Federal Regulations (CFRs)³⁹ outline criteria for determining which transportation projects to include in the MTIP. These requirements are listed below.⁴⁰

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 transportation,⁴¹ including:
 - Transportation alternatives
 - Associated transit improvements

³⁶ 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.

³⁷ Appendix B provides an overview of the applicable CFRs.

³⁸ Not only does the ODOT project lookup tool provide more in-depth project information, but it also provides the most current information available as project details become more refined leading up to, or over the course of, project delivery. Of note, some projects may not be available to view through the lookup tool until after the STIP has been adopted.

³⁹ Refer to the Project List and Detail section of Appendix B for additional detail and specific CFR references.

⁴⁰ Additional requirements apply to MTIPs developed for MPOs located in non-attainment and maintenance areas. As this classification does not currently apply to the BMPO, those requirements are not listed in this document.

⁴¹ Specifically, funding under 23 U.S.C. and 49 U.S.C. Chapter 53.





- Tribal Transportation Program
- Federal Lands Transportation Program
- Federal Lands Access Program (FLAP)
- Highway Safety Improvement Program (HSIP) projects
- Trail projects
- Accessible pedestrian walkways
- Bicycle facilities
- Regionally significant projects⁴² 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, 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 proposed to be obligated in each program year.⁴³ These details are necessary for demonstrating financial constraint.⁴⁴

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

⁴² 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

⁴³ 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.

⁴⁴ Refer to the Financial Constraint section of this document for more information.





2027-2030 MTIP PROJECTS

There are 22 projects listed in this MTIP, all of which are at least partially federally funded. This includes four BMPO projects, six City of Bend projects, one ODOT project, and 11 transit projects.

Tables 6-9 list the following project information, which is consistent with the STIP:⁴⁵

- **Applicant**⁴⁶ – the agency/jurisdiction that applied for the project funds
- **Project Number**⁴⁷ – the unique project number assigned to the project by ODOT
- **Project Name**⁴⁸ – the name assigned to the project using ODOT naming conventions
- **Project Description**⁴⁹ – a short description of the project, summarizing project scope
- **Federal Total** – the total estimated federal funding programmed
- **State Total** – the total estimated state funding programmed
- **Local Total** – the total estimated local funding programmed
- **Total Current Estimate** – the total estimated project cost programmed

In addition to the above information, Appendix E includes the following project details:

- **Project Website** – the main webpage/website for project updates, if available
- **Work Type** – the type of work that is scoped for the project
- **Regulatory Agency** – the agency that oversees and monitors project compliance
- **Administrator**⁵⁰ – the agency/jurisdiction responsible for delivery of the project
- **Match Required** – the total programmed match requirement for the project funds

⁴⁵ While the table information is consistent with the project information listed in the STIP, it reflects minor adjustments (i.e., acronyms/abbreviations in place of full names or terms, full street names in place of abbreviated names, and mechanical adjustments) in some project names and descriptions. These adjustments are for the purpose of maintaining a consistent style of writing throughout the main document. Appendix E lists the project names and descriptions *exactly* as they are listed in the STIP.

⁴⁶ The applicant, which is identified in the table name, may or may not be the same agency that is responsible for project delivery.

⁴⁷ Also referred to as the “project key number.” Occasionally, a project may be assigned more than one project number.

⁴⁸ It should be noted that ODOT conventions for developing project names and descriptions shape what details are listed. Several factors are considered, including character limits for each field of information in the project management database, which along with measures to avoid redundancy, help define the purpose of each field of information. For example, project names typically focus on describing the project location.

⁴⁹ Project descriptions are general and have been developed to meet ODOT conventions for project descriptions. (See preceding footnote for additional context.)

⁵⁰ The administrator may or may not be the same agency that applied for the project funds. It is also possible for more than one agency/jurisdiction to share responsibility for project delivery.



- **Phase** – the project phase programmed
- **Current MTIP Year** – the year in which the phase and funding amount listed are programmed
- **Fund Code** – the code associated with the source of funding listed
- **Funding Description** – a brief description of the source of funding identified
- **Funding Program** – the program with which the identified funding source is associated

The chart in Figure 2 shows the number of projects programmed under each applicant.

The projects listed do not reflect all projects (or project phases) that will be programmed into the MTIP for the FFY27-FFY30 period. For instance, BMPO and transit projects are programmed for all four years while City of Bend and ODOT projects are only listed if they have at least one phase programmed in FFY27.

Furthermore, with regard to the City and ODOT projects listed, only the phases programmed in FFY27 are included. Additional City and ODOT projects and project phases will be amended into the MTIP, one year at a time, for FFY28, FFY29, and FFY30.⁵¹ Projects not yet programmed may already be fully funded.⁵²

Most of these projects have phases that span more than one MTIP cycle (e.g., Preliminary Engineering in 2026 and Construction in 2027). Projects that started delivery prior to FFY27 and are still under contract or construction may also be included.

The funding amounts shown are estimates, some of which may be more refined than others. Additionally, the costs listed reflect the estimated cost of only the phases programmed and may not reflect the total project cost. For a financial summary of the projects programmed, refer to the Financial Constraint section of this document. To view additional financial details, including funding sources and amounts by program year and project phase, refer to Appendix E.

It is important to note that at the time of adoption of this document, the ODOT 2027-2030 STIP is in draft form. When the 2027-2030 STIP is finalized, the 2027-2030 MTIP project list will be updated.

⁵¹ See the Process section of this document for more detail.

⁵² The process of amending projects into the MTIP after adoption does not necessarily result in a risk of project funding being lost or revoked for projects that have already been awarded funding.





Project List

The MTIP project list is divided across Tables 6-9. Each of table lists all projects programmed under a single applicant,⁵³ in the following order:

- BMPO projects (Table 6)
- City of Bend projects (Table 7)
- ODOT projects (Table 8)
- Transit projects (Table 9)

The projects listed in each table are organized numerically by project number.

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	BMPO Planning SFY28 ⁵⁴	Planning funds for projects identified in SFY28 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	\$316,139.74	\$12,837.82	\$23,345.79	\$352,323.35

⁵³ The BMPO strives to produce accessible documents and work products. The purpose of dividing the projects into multiple tables is to provide adequate project detail without compromising readability or clarity.

⁵⁴ State fiscal year 2028 (SFY28). Each state fiscal year (SFY) runs from July 1 of one calendar year through June 30 of the next. The two-digit suffix in the abbreviation for the period represents the calendar in which the SFY ends. For example, SFY28 runs from July 1, 2027, to June 30, 2028.





Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
24052	BMPO Planning SFY29	Planning funds for projects identified in SFY29 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91
24062	BMPO Planning SFY30	Planning funds for projects identified in SFY30 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	\$286,252.58	\$11,220.18	\$20,864.15	\$318,336.91
24072	BMPO Planning SFY31	Planning funds for projects identified in SFY31 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (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 Road (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 Avenue (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 Avenue 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
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	\$1,086,556.90	\$-	\$124,361.30	\$1,210,918.20





Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
		parking, and electric vehicle charging equipment.				
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
24267	Knott Road: China Hat Road – Brosterhous Road (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 PROJECTS⁵⁵

Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
22979	Enhanced Mobility S&ID ⁵⁶ – 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) ⁵⁷	Program 5307 operations, Americans with Disabilities Act (ADA) service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY27.	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
23794	Oregon Transportation	Urbanized public transit capital funding for FFY27. Funds will be transferred to FTA for delivery.	\$315,121.00	\$-	\$36,067.00	\$351,188.00

⁵⁵ 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.

⁵⁶ Seniors and individuals with disabilities (S&ID).

⁵⁷ FTA 5307 (5307) funding. Refer to the Financial Constraint section of this document or Appendix G to learn more.





Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
	Network – COIC FFY27	Projects and programs to be 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, and security system upgrades for Bend urban area transit services during FFY28.	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
24419	Bend Transit Operations	Program 5307 operations, ADA service, preventative	\$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)	maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY29.				
24420	Bend Transit Operations Capital 2030 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY30.	\$1,768,896.00	\$-	\$1,292,008.00	\$3,060,904.00
24421	Oregon Transportation Network – COIC FFY28	Urbanized public transit capital funding for FFY28. 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 FFY29. 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
24423	Oregon Transportation	Urbanized public transit capital funding for FFY30. Funds will be	\$315,121.00	\$-	\$36,067.00	\$351,188.00



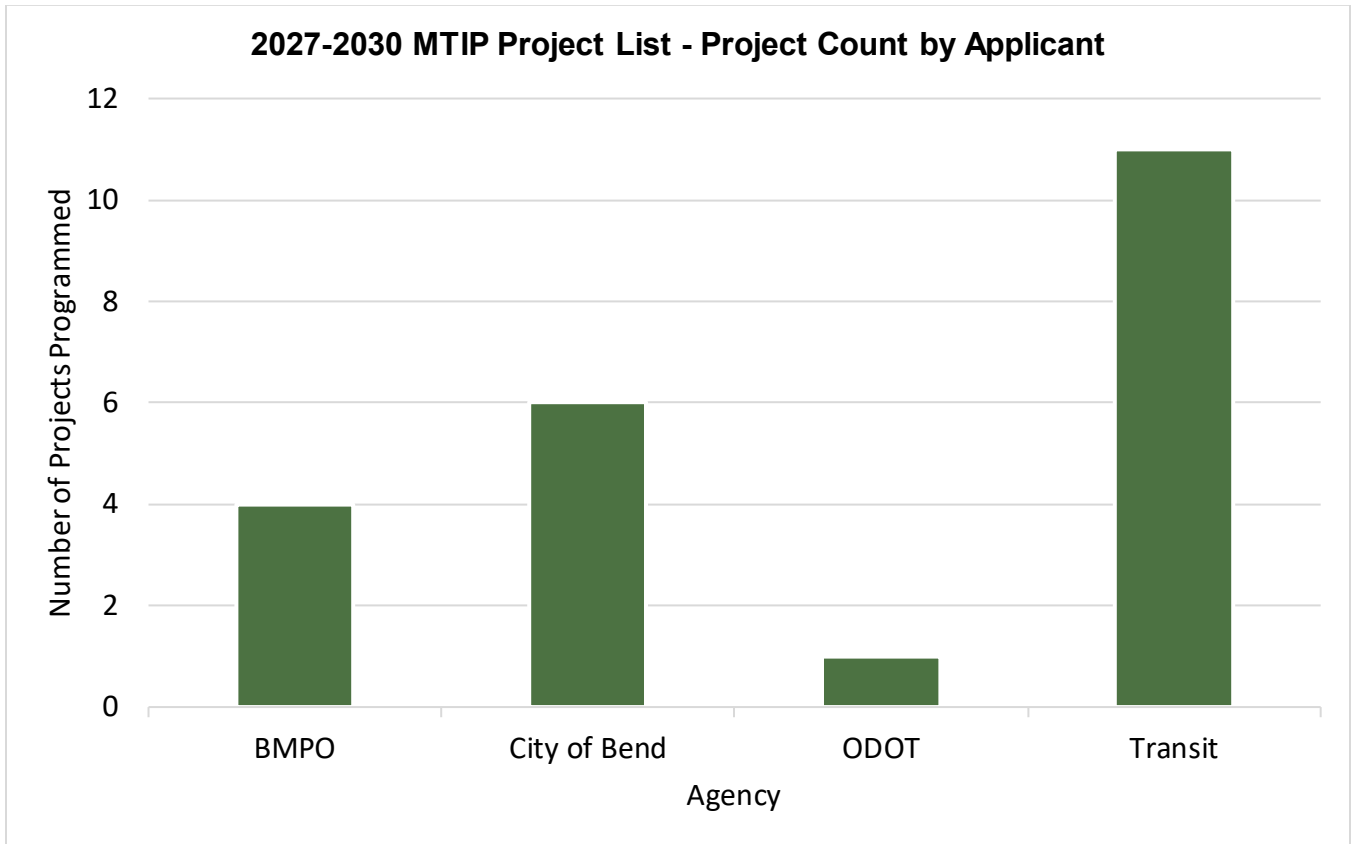


Project Number	Project Name	Project Description	Federal Total	State Total	Local Total	Total Current Estimate
	Network – COIC FFY30	transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.				
TOTAL			\$9,350,409.00	\$-	\$5,540,527.00	\$14,890,936.00





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





Projects that Support BMPO Federal Performance Targets

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

The table below shows which, if any, PMs and targets are supported by each project listed in this MTIP. For projects that support at least one PM, a brief statement regarding how this is accomplished is provided in the subsequent pages.

TABLE 10: 2027-2030 MTIP PROJECT LIST – BMPO FEDERAL PMs SUPPORTED⁵⁸

Project Number	Project Name	Project Description	Infrastruc- ture Condition	Safety	System Reliability	TAM	Transit Safety
20378	Archie Briggs Road (Deschutes River) Bridges	Replace bridges 17C05 & 17C040 with ones that meet current standards.	-	X	-	-	-
22774	NE Norton Avenue (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.	-	X	-	-	-

⁵⁸ Support for a goal area is indicated by an “X.” This table lists all projects (under all applicants), in numerical order by project number.





Project Number	Project Name	Project Description	Infrastructure Condition	Safety	System Reliability	TAM	Transit Safety
22921	BMPO Planning SFY28	Planning funds for projects identified in SFY28 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	-	-	-	-	-
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.	-	-	-	X	-
23010	Bend Transit Operations Capital 2027 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY27.	-	-	-	X	X
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	-	-	-
23494	Hawthorne Avenue Pedestrian & Bicyclist	Provide safe access for pedestrians and bicyclists by designing and constructing a bridge over US97 and BNSF railroad,	-	X	-	-	-





Project Number	Project Name	Project Description	Infrastructure Condition	Safety	System Reliability	TAM	Transit Safety
	Overcrossing (Bend)	connecting east Hawthorne Avenue to Downtown Bend.					
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.	-	-	-	-	-
23794	Oregon Transportation Network – COIC FFY27	Urbanized public transit capital funding for FFY27. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	X
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.	-	-	-	X	-
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	-	-	-	X	-





Project Number	Project Name	Project Description	Infrastructure Condition	Safety	System Reliability	TAM	Transit Safety
		populations in rural areas. State administration included.					
24052	BMPO Planning SFY29	Planning funds for projects identified in SFY29 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	-	-	-	-	-
24062	BMPO Planning SFY30	Planning funds for projects identified in SFY30 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	-	-	-	-	-
24072	BMPO Planning SFY31	Planning funds for projects identified in SFY31 of the UPWP. The UPWP is a guide for transportation planning activities to be conducted over the course of each SFY (July 1 to June 30).	-	-	-	-	-
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.	-	X	-	-	-





Project Number	Project Name	Project Description	Infrastructure Condition	Safety	System Reliability	TAM	Transit Safety
		The planned trail parallels 27 th Street and crosses US20.					
24267	Knott Road: China Hat Road – Brosterhous Road (Bend)	This project will design a shared-use path, enhanced pedestrian crossing, illumination, and speed feedback signs to improve safety on Knott Road.	-	X	-	-	-
24418	Bend Transit Operations Capital 2028 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY28.	-	-	-	X	X
24419	Bend Transit Operations Capital 2029 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY29.	-	-	-	X	X
24420	Bend Transit Operations Capital 2030 (5307)	Program 5307 operations, ADA service, preventative maintenance, project administration, and security system upgrades for Bend urban area transit services during FFY30.	-	-	-	X	X
24421	Oregon Transportation	Urbanized public transit capital funding for FFY28. Funds will be transferred to FTA for delivery.	-	-	-	X	X





Project Number	Project Name	Project Description	Infrastructure Condition	Safety	System Reliability	TAM	Transit Safety
	Network – COIC FFY28	Projects and programs to be determined based on funding requirements.					
24422	Oregon Transportation Network – COIC FFY29	Urbanized public transit capital funding for FFY29. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	X
24423	Oregon Transportation Network – COIC FFY30	Urbanized public transit capital funding for FFY30. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	-	-	X	X





How the Projects Support the BMPO Federal PMs Indicated

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

20378 – Archie Briggs Road (Deschutes River) Bridges: This project replaces bridges and therefore supports safety. It also supports infrastructure condition although it is not located on a highway (infrastructure condition PM is applicable to roads on the NHS).

22774 – NE Norton Avenue (Bend): This project adds bike facilities and speed calming improvements and therefore supports safety.

22979 – Enhanced Mobility S&ID – COIC FFY27: This funding may be used for the purchase of new transit vehicles and therefore supports TAM.

23010 – Bend Transit Operations Capital 2027 (5307): This funding may be used for preventative maintenance and security system upgrades and therefore supports TAM and Transit Safety.

23071 – US97 Culvert Corridor Phase 2: This project replaces culverts on US97 and therefore supports safety and highway infrastructure condition.

23494 – Hawthorne Avenue Pedestrian & Bicyclist Overcrossing (Bend): This project constructs a bike and pedestrian bridge and therefore supports safety.

23794 – Oregon Transportation Network – COIC FFY27: Transit capital funding that may be used in a way that supports TAM and/or Transit Safety. However, specific projects are not yet identified.

23941 – Enhanced Mobility S&ID – COIC FFY28: This funding may be used for the purchase of new transit vehicles and therefore supports TAM.

23942 – Enhanced Mobility S&ID – COIC FFY29: This funding may be used for the purchase of new transit vehicles and therefore supports TAM.

24266 – Big Sky Trail Undercrossing at US20 (Bend): This project constructs a highway undercrossing for a bike and pedestrian trail and therefore supports safety.

24267 – Knott Road: China Hat Road – Brosterhous Road (Bend): This project designs a shared use path as well as other bike and pedestrian safety improvements and therefore supports safety.

24418 – Bend Transit Operations Capital 2028 (5307): This funding may be used for preventative maintenance and security system upgrades and therefore supports TAM and Transit Safety.

24419 – Bend Transit Operations Capital 2029 (5307): This funding may be used for preventative maintenance and security system upgrades and therefore supports TAM and Transit Safety.

24420 – Bend Transit Operations Capital 2030 (5307): This funding may be used for preventative maintenance and security system upgrades and therefore supports TAM and Transit Safety.



24421 – Oregon Transportation Network – COIC FFY28: Transit capital funding that may be used in a way that supports TAM and/or Transit Safety. However, specific projects are not yet identified.

24422 – Oregon Transportation Network – COIC FFY29: Transit capital funding that may be used in a way that supports TAM and/or Transit Safety. However, specific projects are not yet identified.

24423 – Oregon Transportation Network – COIC FFY30: Transit capital funding that may be used in a way that supports TAM and/or Transit Safety. However, specific projects are not yet identified.





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:

- Be developed in cooperation with local jurisdictions and other affected agencies
- Demonstrate adequate operation and maintenance of the existing system of transportation facilities
- 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

EXISTING SYSTEM – OPERATIONS AND MAINTENANCE

The financial plan must demonstrate that the 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 transportation 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 Strategic Action Plan** identifies preservation of the existing system as a 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 years.⁵⁹ 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

⁵⁹ Visit the [City of Bend Street Preservation webpage](#) to learn more.





addition, the BMPO Policy Board has directed a significant portion of BMPO discretionary funds⁶⁰ to street preservation 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.

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 funding⁶¹ 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.

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. The action plan must include steps that will be taken to obtain new funding, and it should detail how the local match requirements will be met. If efforts are already underway to obtain new funding, the analysis of financial constraint of the MTIP should include the funding amount and the level of community support for the project or the PM supported by the project.

⁶⁰ Refer to Appendix E for more information.

⁶¹ This may include donations of property.





ODOT Region 4 Transit Funding

For many years, ODOT Region 4 has allocated a portion of its available Surface Transportation Block Grant (STBG) funds to support transit projects. The amount of available STBG funding fluctuates, but the region strives 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 Transit Section.

Flexible Funding

Under current federal legislation and Oregon constitutional restrictions, some flexibility exists in the use of transportation funding. However, this flexibility is often 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.

Flexible federal, state, and local funding sources that may fund transportation projects are listed in Tables 12-14, with eligible uses for each source indicated. More in-depth descriptions of these sources of funding are available in Appendix G.





2027-2030 MTIP FUNDING

The total funding programmed in this MTIP at the time of adoption is \$58,003,585.18, approximately 77% of which is federal funding.

Table 11 provides a summary of the financial analysis and demonstrates that this MTIP is financially constrained. Additionally, the total amount of funding programmed for projects under each applicant is represented in Figure 3, while Figure 4 shows what proportion of the total funding programmed is federal, state, or local.

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 APPLICANT AND FUNDING TYPE

Applicant	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 APPLICANT

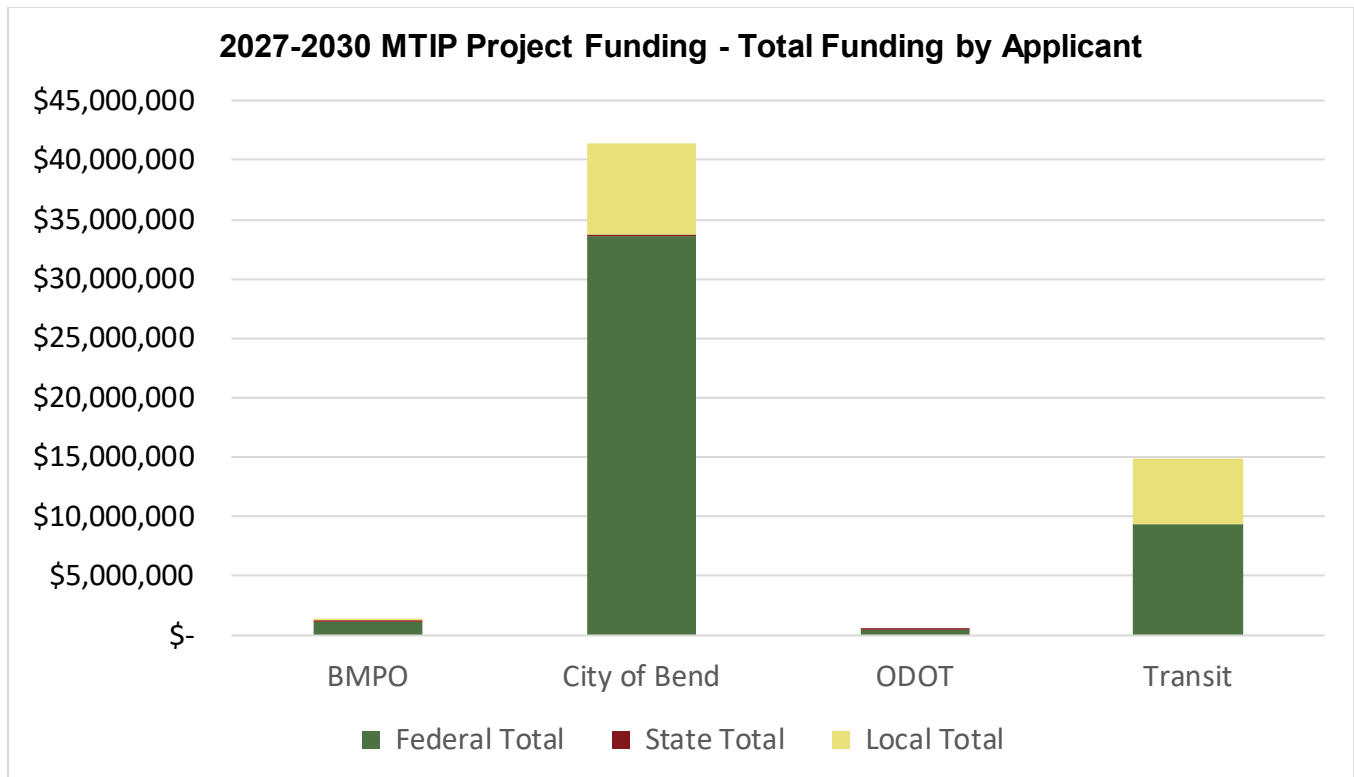
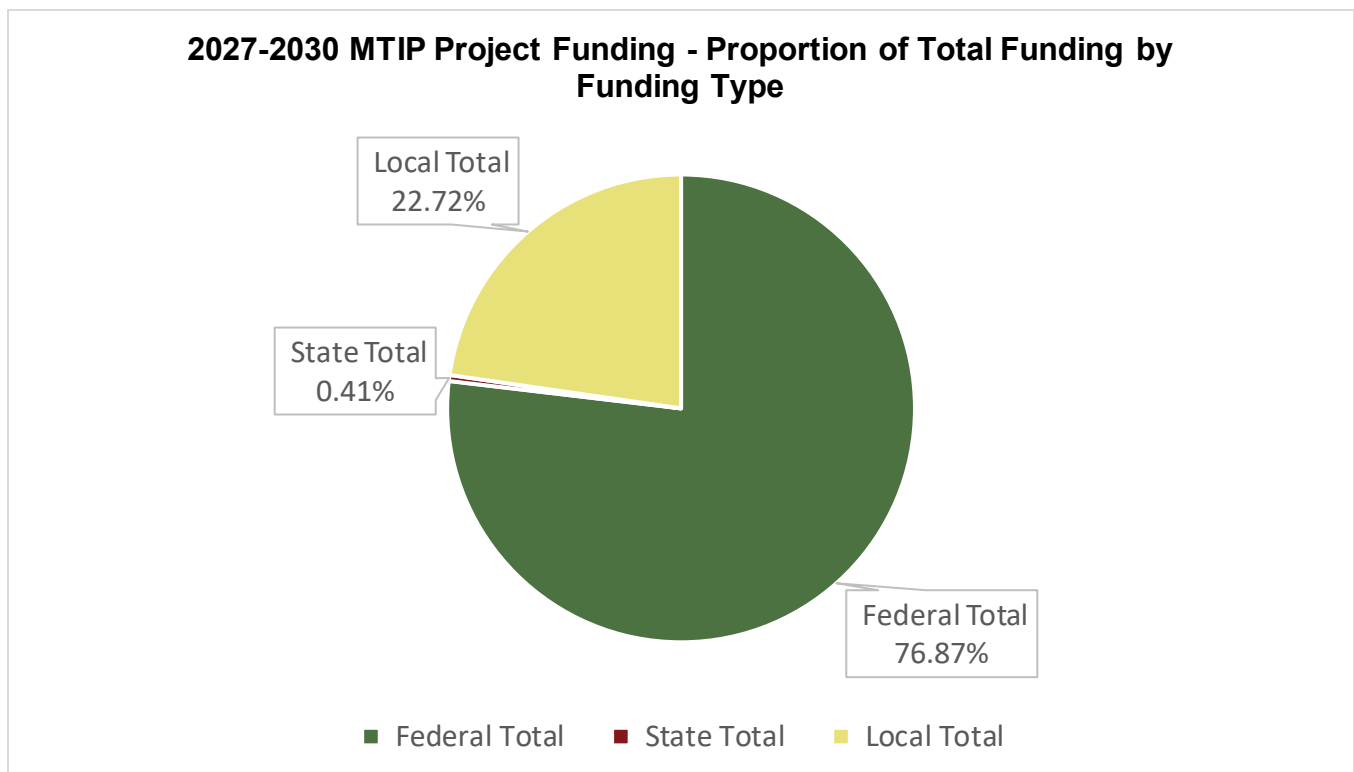


FIGURE 4: 2027-2030 MTIP PROJECT FUNDING - PROPORTION OF TOTAL FUNDING BY FUNDING TYPE





Funding Sources

Funding programmed for projects listed in the 2027-2030 MTIP comes from the sources below.

Federal Funding

- FHWA funding
 - Carbon Reduction Program (CRP)
 - Highway Infrastructure Program (HIP)
 - HSIP
 - Metropolitan Planning (PL)
 - National Highway Performance Program (NHPP)
 - STBG
 - Transportation Alternatives Program (TAP)
- FTA funding
 - FTA 5303 Program (FTA 5303)
 - FTA 5307 Program (FTA 5307)
 - FTA 5310 Program (FTA 5310)⁶²
- Other federal funding
 - Better Utilizing Investments to Leverage Development (BUILD)⁶³

State Funding

- Oregon Pedestrian and Bicycle Program (BIKEWAYS)

Local Funding

- Varies⁶⁴

Additional Funding Information

Detailed financial information for each project is available in Appendix E, while greater detail about the funding sources programmed for these projects is available in Appendix G.

⁶² Use of FTA 5303 funding is limited to private, non-profit organizations or public bodies that coordinate transportation services for S&ID.

⁶³ The BUILD Grant Program was formerly known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery discretionary grant programs. See Appendix G for more information.

⁶⁴ Typically, this refers to any funds other than federal and state funding (e.g., local or third-party funding). However, it may also refer to federal funding for projects that are executed through the USDOT system for processing payments for grants and have no ODOT involvement. The BMPO strives to list known local funding sources, if possible, at the time of adoption. To learn more about local sources of funding programmed for City of Bend projects, refer to the [City of Bend CIP](#).



In the funding flexibility matrices below, the allowable uses for each source of transportation funding are identified. The tables include funding sources that are commonly programmed for BMPO area projects, including but not limited to those programmed in this MTIP.

TABLE 12: FUNDING FLEXIBILITY MATRIX – FEDERAL FUNDING⁶⁵

Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Mainten- ance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM ⁶⁶
BUILD*	X	X	X	X	X	X	X	X
CRP*	X	X	X	X		X	X	X
FTA 5303* ⁶⁷	X	X	X	X	X	X	X	X
FTA 5307*	X	X	X	-	-	-	-	-
FTA 5339	-	X	-	-	-	-	-	-
FTA 5310*	-	X	X	-	-	-	-	-
FTA 5311	X	X	X	-	X	-	-	X
HIP*	-	-	-	X	X	-	-	-

⁶⁵ If a funding type may be used for the purpose listed, it is indicated by an “X.” Funding types programmed in this MTIP are indicated by an asterisk.

⁶⁶ Transportation/travel demand management (TDM).

⁶⁷ The eligible uses indicated for FTA 5303 funding are for planning only.





Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Mainten- ance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM ⁶⁶
HSIP*	-	X	X	X	-	-	-	-
PL* ⁶⁸	X	X	X	X	X	X	X	X
NHPP*	-	X ⁶⁹	-	X	X	X	X	-
STBG*	-	X	X	X	X	X	X	X
TAP*	-	-	-	-	-	X	X	-

⁶⁸ The eligible uses indicated for PL funding are for planning only.

⁶⁹ Eligible only if located on the NHS.





TABLE 13: FUNDING FLEXIBILITY MATRIX – STATE FUNDING⁷⁰

Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Mainten- ance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
BIKEWAYS*	-	-	-	-	-	X	X	-
Gas Tax Revenues	-	-	-	X	X	X	X	X ⁷¹
State Highway Fund (SHF)	-	-	-	X	X	X	X	X ⁷²
Statewide Transportation Improvement Fund (STIF) ⁷³	X	X	X	-	-	-	-	-

⁷⁰ If a funding type may be used for the purpose listed, it is indicated by an “X.” Funding types programmed in this MTIP are indicated by an asterisk.

⁷¹ Potential uses may include park-and-ride facilities only as part of eligible highway improvement projects.

⁷² Potential uses may include park-and-ride facilities only as part of eligible highway improvement projects.

⁷³ May be used for transit capital improvements and ADA and operations for S&ID. Cannot be used for general transit system operations.





TABLE 14: FUNDING FLEXIBILITY MATRIX – LOCAL FUNDING⁷⁴

Funding Type	Transit: Transit Operations	Transit: Capital Improvements	Transit: ADA Seniors & Disabled	Roadway: Mainten- ance & Operations	Roadway: Roadway Capacity	Roadway: Bicycle	Roadway: Pedestrian	Roadway: Rideshare/ TDM
Local Gas Tax Revenue	-	-	-	X	X	X	X	-
System Development Charges (SDCs) ⁷⁵	-	X	-	-	X	X	X	-
Urban Renewal/ Tax Increment Financing (TIF)	-	X	-	-	X	X	X	-

⁷⁴ If a funding type may be used for the purpose listed, it is indicated by an “X.” Funding types programmed in this MTIP are indicated by an asterisk.

⁷⁵ Limited to roadway capacity projects and bicycle and pedestrian facility improvements.





Appendices

Appendix A: Acronym and Term Glossary

ACRONYMS

3C: Continuing, comprehensive, and cooperative (transportation planning). *See 3C transportation planning process, under the Terms section of this appendix.*

ADA: Americans with Disabilities Act of 1990. This act is a landmark civil rights law prohibiting discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and public/private places open to the public. Learn more on the [U.S. Department of Justice Civil Rights Division ADA webpage](#).

BMPO: Bend Metropolitan Planning Organization. The federally designated regional transportation planning organization for Bend. 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.

BPRD: Bend Park and Recreation District. The provider of park and recreation services in Bend, Oregon. Learn more on the [BPRD website](#).

BUILD: Better Utilizing Investments to Leverage Development Grant Program. This program supports surface transportation infrastructure projects that significantly impact local or regional areas. It was previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery discretionary grant programs. See Appendix G for more information.

CDBG: Community Development Block Grant. Funding administered by the U.S. Department of Housing and Urban Development (HUD) to support community development activities intended to build stronger and more resilient communities. See Appendix G for more information.

CET: Cascades East Transit. The regional public transportation service provider for Central Oregon. Visit the [CET website](#) for more information.

CFR: Code of Federal Regulations. Learn more about specific codes via the [Electronic CFR System](#) or [CFR \(Annual Edition\) website](#).

CIP: Capital Improvement Program/Plan or Capital Investment Plan. A multi-year program/plan for state and federally funded projects that includes information about financing, locations, and timing.

COIC: Central Oregon Intergovernmental Council. The designated Council of Governments serving the counties of Crook, Deschutes, and Jefferson, the cities of Bend, Culver, La Pine, Madras, Metolius,





Prineville, Redmond, and Sisters, and the Confederated Tribes of Warm Springs. Learn more via the [COIC website](#).

CRP: Carbon Reduction Program. This program provides funds for projects designed to reduce transportation emissions. See Appendix G for more information.

DOT: Department of Transportation. Each state has a DOT or equivalent agency that plays a primary role in shaping transportation system priorities for the nation. State DOTs are responsible for managing roads, transportation infrastructure, and safety regulations.

ER: Emergency repair (projects). ODOT performs repairs to restore essential traffic, protect infrastructure, and repair damage from natural disasters like floods, landslides, and wildfires.

FAST: Fixing America’s Surface Transportation Act. This act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. Learn more on the [USDOT FHWA FAST Act webpage](#).

FFY: Federal fiscal year. The period that 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. Additional information is available on the [USDOT FHWA webpage](#).

FLAP: Federal Lands Access Program. This program provides funds for projects on federal lands to access transportation facilities that are located on or adjacent to, or provide access to, federal lands. See Appendix G for more information.

FTA: Federal Transit Administration. A division of USDOT that administers the public transit funding programs. Learn more via the [USDOT FTA webpage](#).

FTA 5303/5303: FTA 5303 Program funds. These funds are allocated for specific transportation planning work. See Appendix G for more information.

FTA 5307/5307: FTA 5307 Program funds. This program makes funds available to all urban areas in the country, based on a statutory formula. See Appendix G for more information.

FTA 5310/5310: FTA 5310 Program funding. This program provides funding for transportation services for seniors and individuals with disabilities (S&ID). See Appendix G for more information.

FTA 5311/5311: FTA 5311 Program funding. This program provides funding for transportation services for residents in non-urban areas. See Appendix G for more information.





FTA 5339/5339: FTA 5339 Program funding. This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment. It also provides funding for constructing bus-related facilities. See Appendix G for more information.

GO Bond: General Obligation Bond. GO bonds are municipal debts used to fund major public projects, including transportation infrastructure. See Appendix G for more information.

HIP: Highway Infrastructure Program. This is a formula-based, supplemental funding program that primarily provides grants for projects that restore, repair, and construct highways. See Appendix G for more information.

HSIP: Highway Safety Improvement Program. This is a core FHWA program with the intent to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on Tribal land. See Appendix G for more information.

HUD: U.S. Department of Housing and Urban Development. This is a Cabinet-level agency responsible for national housing policy. It enforces fair housing laws and provides affordable housing assistance. Visit the [HUD website](#) to learn more.

IIJA: Infrastructure Investment and Jobs Act. Also referred to as the Bipartisan Infrastructure Law, the IIJA was signed into law in November 2021. It authorized \$1.2 trillion in total spending, including \$550 billion of new spending on hard infrastructure, and it revised Buy America procurement procedures for highways, mass transit, and rail. The IIJA also implemented new safety requirements for all modes of transportation and directed the USDOT to establish a program to ensure long-term solvency of the Highway Trust Fund. This law requires MPOs to use 2.5% of their PL funding to support Complete Streets work. Visit the [USDOT IIJA webpage](#) to learn more.

ISTEA: Intermodal Surface Transportation Efficiency Act. Signed into law in December 1991, this was the first comprehensive federal surface transportation bill enacted leading up to completion of the Interstate Highway System.

MPO: Metropolitan Planning Organization. When cities reach a population of 50,000 and meet population density requirements, MPOs are designated for those areas by the governor. Visit the [USDOT MPO webpage](#) to learn more about criteria for designation and MPO requirements.

MTIP: Metropolitan Transportation Improvement Program. This is a short-term program that identifies project scopes, budgets, and timing for delivery within an MPO. BMPO MTIP documents are available on the [BMPO MTIP webpage](#).

MTP: Metropolitan Transportation Plan. This is a long-term transportation plan that defines transportation improvement strategies and policies for an MPO area. MTPs must be coordinated with state, county, and city jurisdictions. BMPO MTP documents are available on the [BMPO MTP webpage](#).

NHPP: National Highway Performance Program. This program provides support for the condition and performance of new facilities on the NHS, and to ensure investments of FHWA funds in highway



construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. See Appendix G for more information.

NHS: National Highway System. The NHS was designated in 2025 and includes 160,955 miles of roadways, the Interstate System, and other important roads for the nation's economy, defense, and mobility. For more information, visit the [USDOT FHWA NHS website](#).

OAR: Oregon Administrative Rules. Often referred to as simply “Administrative Rules,” OARs are created by entities with rulemaking authority per Oregon Revised Statute 183.310(9) to implement or interpret specific statutes. For more information, visit the [Oregon Secretary of State website](#).

ODOT: Oregon Department of Transportation. This is the state government agency responsible for managing and developing Oregon’s transportation system (roads, highways, bridges, and related infrastructure). Learn more on the [ODOT website](#).

PL: Metropolitan Planning funds. PL funds are available for MPOs to carry out the metropolitan transportation planning process, as required. See Appendix G for more information.

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

PTASP: Public Transportation Agency Safety Plan. Public transportation providers are required to develop and maintain PTASPs. For more information, visit the [USDOT FTA PTASP website](#).

RAISE: Rebuilding American Infrastructure with Sustainability and Equity. See *BUILD*.

S&ID: Seniors and Individuals with Disabilities. This abbreviation is occasionally used in project names and descriptions listed in the MTIP and STIP, primarily due to limited characters for these fields of information. For consistency, this abbreviation is used in this MTIP since it is included in some of the programmed project names and descriptions.

SDC: System Development Charge. An SDC is a fee paid by land developers. These fees are intended to reflect the increased capital costs incurred by a jurisdiction or utility because of development. See Appendix G for more information.

SFY: State fiscal year. The period that runs from July 1 of one calendar year to June 30 of the following calendar year.

SHF: State Highway Fund. A major source of funding for transportation capital improvements and activities. See appendices F and G for more information.

SPR: Statewide Planning and Research Work Program. SPR funds are primarily federal. They support transportation planning as well as research, development, and technology sharing. See Appendix G for more information.





SS4A: Safe Streets and Roads for All Grant Program. This program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. See Appendix G for more information.

SRS: Secure Rural Schools and Community Self-Determination Act. This was used to fund improvements to public schools, roads, and stewardship projects. See Appendix G for more information.

STBG: Surface Transportation Block Grant Program. This program provides flexible funding for a broad range of transportation uses by states and localities. See Appendix G for more information.

STF: Special Transportation Fund. The STF was created in 1985 to provide dedicated funding for public transportation services for S&ID. In 2023, this fund was consolidated into the Statewide Transportation Improvement Fund (STIF). See Appendix G for more information.

STIF: Statewide Transportation Improvement Fund. This program, established in Section 122 of House Bill 2017, provides a dedicated source of funding for improving, maintaining, and expanding public transportation services in Oregon. See Appendix G for more information.

STIP: Statewide Transportation Improvement Program. This is a federally required document that identifies all federally funded projects in a state. It 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 the MTIP for that MPO. ODOT STIP documents are available on the [ODOT STIP webpage](#).

TAC: Technical Advisory Committee. The BMPO TAC consists of public works and planning staff from agencies and jurisdictions, as well as two community members, in the BMPO area. Visit the [BMPO TAC webpage](#) for more information.

TAM: Transit Asset Management plan. Public transportation providers that receive federal funding are required to develop and maintain TAM plans. The plans must include asset management goals, policies, and strategies to maintain transit assets in a state of good repair. For more information, visit the [ODOT TAM webpage](#).

TAP: Transportation Alternatives Program. The TAP provides funding for programs and projects defined as transportation alternatives. See Appendix G for more information.

TDM: Transportation/travel demand management. This is the use of strategies to increase the efficiency of transportation systems by reducing travel demand, providing transportation options, or redistributing demand in space or in time.

TIF: Tax Increment Financing. This financing uses property tax revenue growth within designated districts to fund improvements including infrastructure, affordable housing, and redevelopment. See Appendix G for more information.



TRT: Transient Room Tax. This is a tax levied against short-term rentals of hotels, motels, and vacation rentals. The taxes collected are used for tourism promotion, improvements to tourism-related facilities, and local government operations. See Appendix G or visit the [League of Oregon Cities Lodging Tax webpage](#) for more information.

TUF: Transportation Utility Fee. A TUF is a monthly charge levied by local governments on residents and businesses to fund road maintenance and repairs. To learn more, visit the [City of Bend Transportation Fee webpage](#).

UGB: Urban Growth Boundary. This boundary delineates urban areas from surrounding rural, forested, or agricultural land. UGBs are typically designated to provide a 20-year supply of buildable land, and high-density, serviced development is encouraged. Learn more on the [Oregon Planning webpage](#).

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

USDOT: U.S. Department of Transportation. A federal Cabinet department of the U.S. government that is concerned with transportation.

VMT: Vehicle Miles Traveled. This is a key transportation metric for measuring the total number of miles driven by all vehicles in a specific area, annually. It is used to measure the impacts of transportation on the environment and to analyze traffic and infrastructure needs, informing land use decisions. One car driving one mile equals one VMT.

VRM: Vehicle revenue miles. This is a metric for measuring the distance vehicles are scheduled to travel or actually travel while in revenue service. VRM includes layover or recovery time. It excludes deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.

WFL: Western Federal Lands. Learn more on the [USDOT FHWA WFL Transportation Improvement Program webpage](#).



TERMS

3C transportation planning process: A continuing, comprehensive, and cooperative transportation planning process. The Federal Highway Act of 1962 requires urban areas to conduct a 3C transportation planning process, carried out cooperatively by states and local communities. Per the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the process must also consider 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.

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 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 it may be open-ended.

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 (e.g., transportation services and facilities), a jurisdiction may impose specific conditions (e.g., impact fees, construction of improvements, right-of-way dedications) for development.

Federal-aid highways: The highways eligible for assistance under Title 23 of the U.S. 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 (e.g., residential, collector, arterial), based on the character of service they are intended to provide.

Project key number: The unique number assigned by ODOT to each project in the MTIP and STIP. Often referred to as simply the project number or the 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 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 rule, a regionally significant transportation project is located on a facility that serves regional transportation needs. This may include access to/from other regions or major activity centers within





the same region. It may also involve access to/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 an MPO 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 PMs. However, the inclusion of these facilities does not necessarily imply they are regionally significant.

S-curve: An S-curve is a graph with an s-shaped curve or pattern. The graph plots cumulative data (e.g., vehicle crashes) over time. S-curves are used to visualize progress, track milestones, and forecast or evaluate performance over time. Often, the s-shape represents slow initial progress, followed by a period of rapid change (incline or decline), and then a plateau at the end.





Appendix B: Federal Requirements

Over the years, state and federal laws have given Metropolitan Planning Organizations (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 outlined in the Code of Federal Regulations (CFRs) for the Metropolitan Transportation Improvement Program (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 the 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
- Additional projects that would be included if reasonable additional resources beyond those identified were to become available⁷⁶

⁷⁶ May be listed for illustrative purposes.



MTIP AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM RELATIONSHIP

The requirements for the coordination of the MTIP and the Statewide Transportation Improvement Program (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 process⁷⁷
- 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 MPO area shall be developed by the MPO in cooperation with the state 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 Metropolitan Transportation Plan (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

⁷⁷ The current MTIP expires when Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval of the current STIP expires.





PROCESS

Development

Per 23 CFR 450.326(a), MPOs are required to develop an MTIP for their planning area, 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 plan⁷⁸
- 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), an MPO may amend the MTIP at any time under procedures agreed to by the state, the MPO, and the 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 participation plan for the MPO.

⁷⁸ Per **23 CFR 450.316(a)**, MPOs are required to develop and use a documented participation plan that defines this process. For the Bend Metropolitan Planning Organization (BMPO), this plan is referred to as the BMPO Public Participation Plan.





PROJECT LIST

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 projects
 - Federal Lands Transportation Program projects
 - Federal Lands Access Program projects
 - Highway Safety Improvement Program projects
 - Trail projects
 - Accessible pedestrian walkways
 - Bicycle facilities
 - Regionally significant projects that will
 - Require an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), regardless of funding source⁷⁹
 - Be funded with federal funds other than those administered by FHWA or 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 Surface Transportation Program 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

⁷⁹ 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 four years of the MTIP may be advanced in place of another project in the first four 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 paratransit and key station plans required by the Americans with Disabilities Act, 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**.





Appendix C: Amendment Matrix

The table below is used to determine whether a proposed amendment to the Bend Metropolitan Planning Organization (BMPO) Metropolitan Transportation Improvement Program (MTIP) should be categorized as a full amendment or an administrative amendment.

TABLE 15: 2027-2030 MTIP AMENDMENT MATRIX

Amendment 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) project⁸⁰ 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 (WFL) 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 National Environmental Policy Act re-evaluation • Change that affects air quality conformity • Adding capacity per Federal Highway Administration Standard Specifications • Adding or deleting scope that is outside the current approved intent of the project to/from 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>

⁸⁰ Temporary ER projects are not listed in the BMPO MTIP.





Amendment Number	Amendment Category	Change Type
		<ul style="list-style-type: none"> • Projects under \$1M – increase/decrease 50% and over • Projects \$1M to \$5M – increase/decrease 30% and over • 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 project⁸¹ • State Planning and Research project⁸² • WFL, 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

⁸¹ Unified Planning Work Program activities funded under 23 U.S.C. 104(d) and 49 CFR 5305(d).

⁸² Funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Block Grant 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

The Bend Metropolitan Planning Organization (BMPO) presented the 2027-2030 Metropolitan Transportation Improvement Program (MTIP) and received comments during the outreach timeline shown below.

- February/March 2026
 - Draft MTIP posted online
 - BMPO Technical Advisory Committee (TAC) review
 - BMPO Policy Board review
 - BMPO notice of 21-day public comment period
- April 2026
 - Proposed MTIP posted online
 - BMPO TAC recommendation regarding adoption
 - BMPO Policy Board review of comments, decision regarding local adoption
 - Locally adopted MTIP posted online, submitted to Oregon Department of Transportation (ODOT) for Governor approval
- August 2026
 - Governor of Oregon decision regarding state-level approval, by way of Statewide Transportation Improvement Program (STIP) adoption
- September 2026
 - U.S. Department of Transportation decision regarding approval of MTIP, by way of STIP approval
 - Final adopted MTIP (approved at local, state, and federal levels) posted online





AGENCY/JURISDICTION 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 comment was addressed is also noted.

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

No.	Comment	Agency/ Jurisdiction	BMPO Response Status	BMPO Action Item or Implementation Details
01	<p>Most of these projects have phases that span two STIP cycles – for example, PE in 2026 and RW/CN in 2027. You might want to add an asterisk that states this?</p> <p><i>Referring to Table 7: 2027-2030 MTIP Project List – City of Bend Projects.</i></p>	ODOT Region 4	Addressed.	Added language in the 2027-2030 MTIP Projects section of the document.
02	<p>Add a sentence explaining that the ODOT 2027-2030 STIP is in draft form and MTIP will be updated when finalized.</p> <p><i>Referring to 2027-2030 MTIP Projects section.</i></p>	ODOT Region 4	Addressed.	Added language to clarify this in the 2027-2030 MTIP Projects subsection of the document. Also added related language to the Development Process and Amendment Process sections of the document.
03	<p>Maybe footnote and reference/define this term like it is in the appendix here for non-transportation planning people?</p> <p><i>Referring to 3C transportation planning process, first mentioned in the About the BMPO section.</i></p>	City of Bend	Addressed.	Added language to an existing footnote in section, referencing Appendix A for more information about this planning process.





No.	Comment	Agency/ Jurisdiction	BMPO Response Status	BMPO Action Item or Implementation Details
04	<p>What do you mean by the amendments are already programmed?</p> <p><i>Referring to content in the Project Amendments subsection.</i></p>	City of Bend	Addressed.	Revised language to refer to projects that are already programmed, not amendments that are already programmed.
05	<p>Is our baseline really higher than the target on this PM? And we have a baseline and target for 2025 – are those the correct years?</p> <p><i>Referring to Table 3: BMPO Federal PMs and Targets – System Reliability data.</i></p>	City of Bend	Addressed.	Added clarifying language to section referenced.
06	<p>Does 47 refer to the number of revenue vehicles CET has?</p> <p><i>Referring to the PM in Table 4: BMPO Federal Transit PMs and Targets – TAM.</i></p>	City of Bend	Addressed.	Added clarifying language to section referenced.
07	<p>Correct? Under?</p> <p><i>Referring to a proposed revision to the project description for project number 24266. The revision proposed would change the last line of the project description from “The planned trail parallels 27th Street and crosses US20” to “The planned trail parallels 27th Street and crosses under US20”</i></p>	City of Bend	Addressed.	Staff submitted the suggestion to ODOT for consideration. If implemented, the change would be incorporated via a project amendment after MTIP adoption.





No.	Comment	Agency/ Jurisdiction	BMPO Response Status	BMPO Action Item or Implementation Details
08	General comments related to copyediting and related revisions.	City of Bend	Addressed.	Comments and proposed revisions reviewed and addressed/incorporated.
09	<p>Is there a way to identify what agency is delivering the project? It would be helpful information to have.</p> <p><i>Referring to Project List section.</i></p>	Bend Park and Recreation District (BPRD)	Addressed.	Added language to clarify how projects are listed in the Project List section and that the agency responsible for delivery is listed in Appendix E. Added the agency responsible for delivery of each project to Appendix E.
10	<p>I edited this to clarify that the funding is for a study, not construction.</p> <p><i>Referring to proposed revisions to the project name and project description for project number 24266. The revisions proposed would change the project name from “Big Sky Trail Undercrossing at US20 (Bend)” to “Project Refinement Study for the Planned Big Sky Trail Undercrossing at US20 (Bend)” and the project description from “The Big Sky Trail is a planned trail that will run between Big Sky Park and...” to “This is a study to evaluate an undercrossing at US20 of the planned Big Sky Trail. The trail is a planned trail that will run between Big Sky Park and...”</i></p>	BPRD	Addressed.	Staff submitted the suggestion to ODOT for consideration. If implemented, the change would be incorporated via a project amendment after MTIP adoption.





No.	Comment	Agency/ Jurisdiction	BMPO Response Status	BMPO Action Item or Implementation Details
11	General comments related to copyediting and related revisions.	BPRD	Addressed.	Comments and proposed revisions reviewed and addressed/incorporated.





PUBLIC COMMENTS

Additional comments, provided by the public and other interested parties during the 2027-2030 MTIP development process are listed below. Again, details have 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

This section includes additional information about the projects programmed in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP) for the Bend Metropolitan Planning Organization (BMPO) area.

There are four subsections, one for all programmed projects under each of the following applicants:

- BMPO
- City of Bend
- Oregon Department of Transportation (ODOT)
- Transit

Within each subsection, projects are listed numerically by project number. The project details listed match what is listed in the ODOT Statewide Transportation Improvement Program (STIP),⁸³ with the addition of website links and funding programs.⁸⁴

Each project is introduced with the following information, which precedes the funding detail table provided for the project:

- Project Number
- Project Name
- Project Description
- Project Website
- Work Type
- Regulatory Agency⁸⁵
- Administrator
- Applicant
- Match Required⁸⁶

⁸³ This content may vary slightly from the content in the main document. Specifically, abbreviations, acronyms, and writing mechanics in the project names and descriptions may differ from how the information is presented in the main MTIP document. For descriptions of each field of information listed, refer to the 2027-2030 MTIP Projects section of the main document.

⁸⁴ The funding programs are listed based on the funding descriptions and codes listed in the STIP.

⁸⁵ Either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA)

⁸⁶ The match requirement listed is the total programmed non-federal match requirement. This may include a combination of state and local match. It may vary whether the match will be met with cash and/or in-kind services. Match requirements depend on the funding source and may apply to some or all phases listed.





The funding detail table for each project includes:

- Phase⁸⁷
- Current MTIP Year
- Fund Code
- Funding Description
- Funding Program⁸⁸
- Federal Total
- State Total
- Local Total
- Total Current Estimate

For projects/phases programmed in the first year of the MTIP period, the federal funding sources shown in the funding detail tables represent *proposed* funding categories. For the subsequent years, the sources shown represent the *likely/possible* categories of funding.

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 by project and details may change throughout the program period. Additionally, the project list may be amended throughout the program period.

⁸⁷ Project phases are abbreviated as follows:

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

⁸⁸ Funding programs are abbreviated as follows (see Appendix G for more information):

- **BIKEWAYS** – Oregon Pedestrian and Bicycle Program
- **BUILD** – Better Utilizing Investments to Leverage Development
- **CRP** – Carbon Reduction Program
- **FTA 5303** – FTA 5303 Program
- **FTA 5307** – FTA 5307 Program
- **FTA 5310** – FTA 5310 Program
- **HIP** – Highway Infrastructure Program
- **HSIP** – Highway Safety Improvement Program
- **NHPP** – National Highway Performance Program
- **PL** – Metropolitan Planning
- **STBG** – Surface Transportation Block Grant
- **TAP** – Transportation Alternatives Program
- **Varies** – Other than State OR



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](#).

To view the most current version of the 2027-2030 MTIP project list following adoption of this document, visit the [BMPO MTIP webpage](#).





BMPO PROJECTS

Project 22921 – Bend MPO Planning SFY28⁸⁹

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).

Project Website: [BMPO Work Program & Budget webpage](#)

Work Type: Planning

Regulatory Agency: FHWA

Administrator: BMPO

Applicant: BMPO

Match Required: \$36,183.61

⁸⁹ State fiscal year 2028 (SFY28). Each state fiscal year (SFY) runs from July 1 of one calendar year through June 30 of the next. The two-digit suffix in the abbreviation for the period represents the calendar in which the SFY ends. For example, SFY28 runs from July 1, 2027, to June 30, 2028.





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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PL	2027	25MP	FTA Metropolitan Transportation Planning IJJA ⁹⁰	FTA 5303	\$91,809.24	\$-	\$10,507.98	\$102,317.22
PL	2027	Y450	Metropolitan planning IJJA	PL	\$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

⁹⁰ Infrastructure Investment and Jobs Act (IIJA).





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).

Project Website: [BMPO Work Program & Budget webpage](#)

Work Type: Planning

Regulatory Agency: FHWA

Administrator: BMPO

Applicant: BMPO

Match Required: \$32,084.33

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PL	2028	25MP	FTA Metropolitan Transportation Planning IIJA	FTA 5303	\$84,260.33	\$-	\$9,643.97	\$93,904.30
PL	2028	Y410	Safe access transportation options metropolitan planning IIJA	PL	\$5,928.67	\$-	\$-	\$5,928.67
PL	2028	Y450	Metropolitan planning IIJA	PL	\$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).

Project Website: [BMPO Work Program & Budget webpage](#)

Work Type: Planning

Regulatory Agency: FHWA

Administrator: BMPO

Applicant: BMPO

Match Required: \$32,084.33

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PL	2029	25MP	FTA Metropolitan Transportation Planning IIJA	FTA 5303	\$84,260.33	\$-	\$9,643.97	\$93,904.30
PL	2029	Y410	Safe access transportation options metropolitan planning IIJA	PL	\$5,928.67	\$-	\$-	\$5,928.67
PL	2029	Y450	Metropolitan planning IIJA	PL	\$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).

Project Website: [BMPO Work Program & Budget webpage](#)

Work Type: Planning

Regulatory Agency: FHWA

Administrator: BMPO

Applicant: BMPO

Match Required: \$32,084.33

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PL	2030	25MP	FTA Metropolitan Transportation Planning IIJA	FTA 5303	\$84,260.33	\$-	\$9,643.97	\$93,904.30
PL	2030	Y410	Safe access transportation options metropolitan planning IIJA	PL	\$5,928.67	\$-	\$-	\$5,928.67
PL	2030	Y450	Metropolitan planning IIJA	PL	\$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.

Project Website: Not available (check for future updates on the [City of Bend Construction Projects webpage](#))

Work Type: Bridge

Regulatory Agency: FHWA

Administrator: ODOT/City of Bend

Applicant: City of Bend

Match Required: \$639,049.01





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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PE	2020	OTH0	Other than State OR	Varies	\$-	\$-	\$633,940.09	\$633,940.09
PE	2020	Y001	National Highway Perf IIJA	NHPP	\$314,901.15	\$-	\$36,041.85	\$350,943.00
PE	2020	Z001	National Highway Perf FAST ⁹¹	NHPP	\$726,220.78	\$-	\$83,119.22	\$809,340.00
RW	2027	OTH0	Other than State OR	Varies	\$-	\$-	\$56,893.31	\$56,893.31
RW	2027	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	STBG	\$8,973.00	\$-	\$1,027.00	\$10,000.00
UR	2027	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	STBG	\$8,973.00	\$-	\$1,027.00	\$10,000.00
CN	2027	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	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

⁹¹ Fixing America’s Surface Transportation (FAST) Act.





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.

Project Website: Not available (check for future updates on the [City of Bend Construction Projects webpage](#))

Work Type: Safety

Regulatory Agency: FHWA

Administrator: ODOT/City of Bend

Applicant: City of Bend

Match Required: \$57,879.90

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PE	2026	YS30	Highway Safety Imp Program IIJA	HSIP	\$159,399.00	\$-	\$17,711.00	\$177,110.00
RW	2026	YS30	Highway Safety Imp Program IIJA	HSIP	\$42,082.20	\$-	\$4,675.80	\$46,758.00
CN	2027	YS30	Highway Safety Imp Program IIJA	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.

Project Website: [City of Bend Hawthorne Crossing webpage](#)

Work Type: Bicycle/Pedestrian

Regulatory Agency: FHWA

Administrator: ODOT/City of Bend

Applicant: City of Bend

Match Required: \$1,928,264.50





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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PE	2024	OTH0	Other than State OR	Varies	\$-	\$-	\$61,904.76	\$61,904.76
PE	2024	RA12	National infrastructure invest RAISE ⁹² 2023 APPR	BUILD	\$3,892,704.00	\$-	\$973,176.00	\$4,865,880.00
PE	2024	S080	BIKEWAYS	BIKEWAYS	\$-	\$144,444.45	\$-	\$144,444.45
RW	2026	Y603	FHWA Congressionally Directed Spending	HIP	\$1,076,760.00	\$-	\$123,240.00	\$1,200,000.00
CN	2027	OTH0	Other than State OR	Varies	\$-	\$-	\$3,964,919.24	\$3,964,919.24
CN	2027	RA12	National infrastructure invest RAISE 2023 APPR	BUILD	\$15,667,296.00	\$-	\$-	\$15,667,296.00
CN	2027	Y300	TAP transportation alternatives program flex IIJA	TAP	\$818,518.55	\$-	\$302,698.00	\$1,121,216.55
CN	2027	Y603	FHWA Congressionally Directed Spending	HIP	\$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

⁹² Rebuilding American Infrastructure with Sustainability and Equity (RAISE).





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.

Project Website: Not available (visit the [City of Bend Transportation System Plan \[TSP\] Project Points webpage](#) to view TSP projects)

Work Type: OP-CARBON⁹³

Regulatory Agency: FHWA

Administrator: ODOT/City of Bend

Applicant: City of Bend

Match Required: \$124,361.30

⁹³ Operation Carbon Reduction.





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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PE	2026	Y606	Carbon reduction 50,000-200,000 population IIJA	CRP	\$293,417.10	\$-	\$33,582.90	\$327,000.00
CN	2027	Y606	Carbon reduction 50,000-200,000 population IIJA	CRP	\$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.

Project Website: Not available (check for future updates on the [City of Bend Construction Projects](#) and [Bend Park and Recreation District Current Projects](#) webpages)

Work Type: Bicycle/Pedestrian

Regulatory Agency: FHWA

Administrator: ODOT/City of Bend

Applicant: City of Bend

Match Required: \$45,783.66

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PL	2027	Y306	TAP 50k-200k population IJA	TAP	\$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 – Brosterhaus 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.

Project Website: Not available (check for future updates on the [City of Bend Construction Projects webpage](#))

Work Type: Safety

Regulatory Agency: FHWA

Administrator: ODOT/City of Bend

Applicant: City of Bend

Match Required: \$37,000.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PL	2027	YS30	Highway Safety Imp Program IIJA	HSIP	\$333,000.00	\$-	\$37,000.00	\$370,000.00
TOTAL					\$333,000.00	\$-	\$37,000.00	\$370,000.00





ODOT PROJECTS⁹⁴

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.

Project Website: Not available (check for future updates via the project search tool on the [ODOT Region 4 Central Oregon webpage](#))

Work Type: Culvert

Regulatory Agency: FHWA

Administrator: ODOT

Applicant: ODOT

Match Required: \$48,107.76

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
PE	2027	Y001	National Highway Perf IJA	NHPP	\$420,322.24	\$48,107.76	\$-	\$468,430.00
TOTAL					\$420,322.24	\$48,107.76	\$-	\$468,430.00

⁹⁴ This subsection excludes ODOT Transit Section projects, which are instead listed in the subsequent Transit Projects subsection.





TRANSIT PROJECTS

Project 22979 – Enhanced Mobility S&ID⁹⁵ – 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.

Project Website: [Cascades East Transit \(CET\) Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$78,7500.00

⁹⁵ Seniors and Individuals with Disabilities (S&ID).





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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2027	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	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, ADA⁹⁶ service, preventative maintenance, project administration, security system upgrades for Bend urban area transit services during federal fiscal year 2027.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: COIC⁹⁷

Applicant: COIC

Match Required: \$1,292,008.00

⁹⁶ Americans with Disabilities Act (ADA).

⁹⁷ Central Oregon Intergovernmental Council (COIC).





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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2027	5307	Urbanized Area Formula Grant Program operating 50/50 planning & capital 80/20 vehicle ADA equip 90/10 bicycle access projects 90/10	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 FFY27⁹⁸

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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$36,067.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2027	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	STBG	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL					\$315,121.00	\$-	\$36,067.00	\$351,188.00

⁹⁸ Federal fiscal year 2027 (FFY27). Each federal fiscal year (FFY) runs from October 1 of one calendar year through September 30 of the next. The two-digit suffix in the abbreviation for a one-year period represents the calendar year in which the FFY ends. For example, FFY27 runs from October 1, 2026, to September 30, 2027.





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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$74,367.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2028	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$75,110.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2029	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: COIC

Applicant: COIC

Match Required: \$1,292,008.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2028	5307	Urbanized Area Formula Grant Program operating 50/50 planning & capital 80/20 vehicle ADA equip 90/10 bicycle access projects 90/10	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: COIC

Applicant: COIC

Match Required: \$1,292,008.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2029	5307	Urbanized Area Formula Grant Program operating 50/50 planning & capital 80/20 vehicle ADA equip 90/10 bicycle access projects 90/10	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: COIC

Applicant: COIC

Match Required: \$1,292,008.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2030	5307	Urbanized Area Formula Grant Program operating 50/50 planning & capital 80/20 vehicle ADA equip 90/10 bicycle access projects 90/10	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$36,067.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2028	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$36,067.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2029	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	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.

Project Website: [CET Future of Transit webpage](#)

Work Type: Transit

Regulatory Agency: FTA

Administrator: Transit

Applicant: ODOT Transit Section

Match Required: \$36,067.00

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

Phase	Current MTIP Year	Fund Code	Funding Description	Funding Program	Federal Total	State Total	Local Total	Total Current Estimate
OT	2030	Y240	Surface Transportation Block Grant (STBG) - Flex IJA	STBG	\$315,121.00	\$-	\$36,067.00	\$351,188.00
TOTAL					\$315,121.00	\$-	\$36,067.00	\$351,188.00



Appendix F: Other Area Projects

For informational and transparency purposes, this appendix includes a brief overview of some key resources for learning more about projects that are located at least partially within the Bend Metropolitan Planning Organization (BMPO) area but are not listed in the Metropolitan Transportation Improvement Program (MTIP). This includes projects receiving BMPO discretionary funds.

BMPO COVID RELIEF PROGRAM PROJECTS

In 2021, the BMPO received a one-time allocation of COVID relief funding, in the amount of \$1,500,900. All these funds were awarded by the BMPO Policy Board to local projects, through what is referred to as the BMPO COVID Relief Program. Some projects awarded BMPO COVID Relief Program funds are already complete, while others will be completed within the early part of the 2027-2030 MTIP 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 PROGRAM PROJECTS

The BMPO receives an annual allocation of State Highway Fund (SHF) funding. A significant portion of these funds are awarded by the BMPO Policy Board, under what is referred to as the BMPO SHF Program, to projects led by local jurisdictions and agencies. Several projects awarded BMPO SHF Program funds are programmed for delivery during the 2027-2030 MTIP period; however, they are not listed in the MTIP as they do not meet the criteria for inclusion.⁹⁹

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 urban growth boundary (UGB). While some City of Bend projects are listed in the BMPO MTIP, some do not meet the criteria for inclusion. To learn more about City of Bend projects, including those not listed in the MTIP, visit the [City of Bend Construction Projects webpage](#).

⁹⁹ In previous years, the BMPO received an annual allocation of federal Surface Transportation Blog Grant (STBG) funds. This funding was replaced by SHF funding in 2024. Projects awarded BMPO STBG funds, under what was referred to as the BMPO STBG Program, were listed in past BMPO MTIPs based on project schedules as they met the federal criteria for inclusion (refer to Appendix B).





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





Appendix G: Funding Sources

Jurisdictions in the Bend Metropolitan Planning Organization (BMPO) area use a variety of federal, state, and local funding sources for the implementation of transportation projects. This appendix provides information about funding sources that may be used to fund BMPO area projects, including but not limited to those programmed in the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).

Below are the federal, state, and local sources of funding programmed in this MTIP.¹⁰⁰ These are listed among the funding descriptions provided in the following pages, where they are indicated by an asterisk.

Federal Funding

- Federal Highway Administration (FHWA) funding
 - Carbon Reduction Program (CRP)
 - Highway Infrastructure Program (HIP)
 - Highway Safety Improvement Program (HSIP)
 - National Highway Performance Program (NHPP)
 - Metropolitan Planning (PL)
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Program (TAP)
- Federal Transit Administration (FTA) funding
 - FTA 5303 Program (FTA 5303)
 - FTA 5307 Program (FTA 5307)
 - FTA 5310 Program (FTA 5310)
- Other federal funding
 - Better Utilizing Investments to Leverage Development (BUILD)

State Funding

- Oregon Pedestrian and Bicycle Program (BIKEWAYS)

Local Funding

- Varies

¹⁰⁰ Specific fund codes associated with each source of funding programmed in this MTIP are listed in the project tables in Appendix E.





FEDERAL FUNDING

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation expanded upon initiatives established in several prior transportation legislation packages. These acts provided state and local governments with more flexibility in determining transportation solutions for transit, highway, and multimodal projects.

FHWA Funding

The IIJA contains several major FHWA funding programs for roadway, safety, and multimodal projects, including the following:

- CRP*
- Federal Lands Access Program (FLAP)
- HIP*
- HSIP*
- NHPP*
- PL*
- Safe Streets and Roads for All (SS4A)
- Statewide Research and Planning (SPR)
- STBG*
- TAP*

These sources of funding, some of which contain subprograms and many of which are administered by FHWA, are described in the pages below.

CRP*

The CRP provides funding for projects designed to reduce transportation emissions. These funds are allocated by a federal formula to Transportation Management Areas, Small Urban and Rural areas, and statewide projects. At least 65% of a state's CRP apportionment must be obligated to the following areas, in proportion to their relative shares of the state population:

- Urban areas with a population greater than 200,000
- Urban areas with a population of 50,000 to 200,000
- Urban areas with a population of 5,000 to 49,999
- Areas with a population of less than 5,000

Website: [FHWA CRP webpage](#).





FLAP

The FLAP provides funds for projects on federal lands to access transportation facilities that are located on or adjacent to, or that provide access to, federal lands. FLAP funds are distributed by formula to states that have federal lands managed by the following entities:

- Bureau of Land Management
- National Park Service
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Forest Service

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.

Website: [FHWA FLAP webpage](#).

HIP*

This is a formula-based supplemental funding program. Primarily, it provides grants for projects that restore, repair, and construct highways, bridges, and tunnels. HIP funding may cover safety improvements, and occasionally operating, maintenance, and personnel costs. Typically, it is awarded in special, one-time installments that are authorized to support local and state transportation projects.

Website: [FHWA IJJA webpage](#).

HSIP*

The HSIP is a core FHWA funding program. The intent of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on Tribal land. It requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. HSIP 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.

Website: [FHWA HSIP webpage](#).

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 FHWA 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). The NHS became the new focus of this program following the completion of the Interstate Highway System.

Website: [FHWA NHPP webpage](#).





PL*

PL funds are available for metropolitan planning organizations (MPOs) to carry out the metropolitan transportation planning process required by 23 U.S.C. 134. Work eligible for PL funding includes development of metropolitan transportation plans and MTIPs. PL funds generally require 20% non-federal match; however, many states utilize a sliding scale that reduces the match requirement to 10.27% depending on how much land in the state is federally owned (higher percentages of federally owned land equate to lower match requirements). This is the case in Oregon. Often, states contribute funding to cover some or all non-federal match required for MPO PL funds.

Website: [FHWA Transportation Planning webpage](#).

SS4A

The SS4A Grant Program funds regional, local, and Tribal initiatives to prevent roadway fatalities and serious injuries. There are two main types of grants under the program. SS4A Planning and Demonstration Grants may involve developing a comprehensive safety action plan (Action Plan), conducting supplemental safety planning to complete or enhance an Action Plan, or carrying out demonstration activities to inform Action Plan development. SS4A Implementation Grants involve implementing projects and strategies identified in an Action Plan. MPOs are eligible to apply for these funds.

Website: [SS4A Grant Program webpage](#).

SPR

SPR Work Program 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

Website: [FHWA SPR Guide webpage](#) and [ODOT SPR Work Program webpage](#).





STBG*

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.

Website: [FHWA STBG Program webpage](#).

TAP*

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

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

Website: [FHWA TAP webpage](#).





FTA Funding

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:

- FTA 5303 – Metropolitan Transportation Planning*
- FTA 5307 – Urbanized Area Formula Grants*
- FTA 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities (S&ID)*
- FTA 5311 Program (FTA 5311) – Formula Grants for Rural Areas
- FTA 5339 Program (FTA 5339) – Grants for Buses and Bus Facilities Formula Program

A summary of these programs is provided below.

FTA 5303*

These funds are part of the Transit Planning and Research Program. The funding is 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. Generally, these funds require 20% non-federal match. However, this may be lower for eligible planning activities that help expand public transportation access for communities with lower population densities or lower average incomes compared to surrounding areas.

Website: [FTA 5303 Program webpage](#).

FTA 5307*

The FTA 5307 program makes funds available to all urban areas in the country, based on a statutory formula. 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. FTA 5307 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.



These funds have non-federal match requirements that depend on what is being funded. For instance, funding for capital projects¹⁰¹ requires 20% non-federal match, while funding for operating assistance requires 50% non-federal match.

Website: [FTA 5307 Program webpage](#).

FTA 5310*

The FTA 5310 program provides funding for transportation services for S&ID. 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 complementary paratransit services. FTA 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.

Website: [FTA 5310 Program webpage](#).

FTA 5311

The FTA 5311 program provides funding for transportation services for residents in non-urban areas. These funds, which may be used for both operations support and capital support, require 50% non-federal match.

Website: [FTA 5311 Program webpage](#).

FTA 5339

FTA 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 require 20% non-federal match.

Website: [FTA 5339 Program webpage](#).

¹⁰¹ Capital funds are used for transit maintenance (e.g., replacing buses) and other projects.





Other Federal Funding

Other federal funding programs are also available to fund transportation projects. Following are a few key programs (see below for descriptions):

- BUILD*
- Community Development Block Grant (CDBG)
- Secure Rural Schools and Community Self-Determination Act (SRS)

BUILD*

The BUILD Grant Program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity and Transportation Investment Generating Economic Recovery discretionary grant programs. BUILD grants support surface transportation infrastructure projects that significantly impact local or regional areas. The program may fund eligible capital projects and planning projects, and it provides funding for multimodal and multijurisdictional projects that may be difficult to fund through other grant programs. Typically, BUILD grant funds require 20% non-federal match, though this requirement may be lower for projects located in rural areas or in an Area of Persistent Poverty /Historically Disadvantaged Community.

CDBG

The CDBG program, which is administered by the U.S. Department of Housing and Urban Development (HUD), supports community development activities intended to build stronger and more resilient communities. 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-income and moderate-income households. Additionally, these tracts have more individuals with disabilities, more single-income households, and more renter-occupied units than owner-occupied units.

Website: [HUD CDBG Program webpage](#).

SRS¹⁰²

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

Website: [U.S. Forest Service SRS Program webpage](#).

¹⁰² 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.



STATE FUNDING

The following state funding programs are described below:

- BIKEWAYS*
- Gas Tax Revenue
- State Highway Fund (SHF)
- Statewide Transportation Improvement Fund (STIF)
- Traffic Control Projects

BIKEWAYS*

This program provides resources to support Oregon Department of Transportation (ODOT) transportation safety goals. The purpose of the program is to fund projects that support safety and reliability on the multimodal transportation system. Reductions in crashes that involve people walking and biking, eliminating crashes that result in injuries and deaths, and promoting walking and biking for health and safety are program goals.

Website: [ODOT Pedestrian and Bicycle Program webpage](#).

Gas Tax Revenue

Effective January 1, 2024, the state gas tax in Oregon is 40 cents per gallon. This revenue, in combination with vehicle fees, supports the SHF and is used for road maintenance, construction, and safety projects.

This funding is distributed by formula, as follows:

- Initial 24 cents per gallon
 - State: 60.05%
 - Counties: 24.38%
 - Cities: 15.57%
- Additional 16 cents per gallon
 - State: 50%
 - Counties: 30%
 - Cities: 20%

SHF

A major source of funding for transportation capital improvements and activities throughout Oregon is the SHF, which 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

Refer to the Gas Tax Revenue description above for information about the formulaic distribution of these funds to the state, counties, and cities. The counties' allocation of these funds is based on the number of vehicle registrations, while the allocation to cities is based on population.

Of the SHF revenue allocated to the state, counties, and cities, by law at least 1% of the funds must be spent on the development of footpaths and bikeways.¹⁰³ ODOT administers its bicycle/pedestrian funds and handles bikeway planning, design, engineering, and construction. It also provides technical assistance and guidance concerning bikeways to local governments.

Through a cooperative process, ODOT distributes a portion of its SHF funds to the small MPOs¹⁰⁴ 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.

Website: [ODOT Transportation Funding in Oregon webpage](#).

STIF

The House Bill 2017 transportation funding package established the STIF, a dedicated source of funding for improving or expanding public transportation service in Oregon. This program includes both formula funding and discretionary funding.

In 2023, the Special Transportation Fund was incorporated into the STIF program, which is funded by state cigarette tax revenue and a percentage of the revenue of from sales of photo identification cards. The STIF provides supplementary support for transportation services for S&ID. A competitive process administered by ODOT has been established to award STIF funds.

Website: [ODOT STIF webpage](#).

Traffic Control Projects

The state maintains a policy of sharing costs for installing, maintaining, and operating traffic signals and luminaire units at intersections between state highways and city streets or county roads. These intersections are included on a statewide priority list established by ODOT. Local agencies are responsible for coordinating the list with local road requirements.

¹⁰³ See [ORS 366.514](#).

¹⁰⁴ 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

Local funding programs include:

- Developer Exactions
- Farebox Revenue
- Franchise Fees
- General Obligation (GO) Bonds
- Local Gas Tax
- Local Jurisdiction Funding
- Local Parking Fees
- Property Taxes
- Public/Private Partnerships
- Special Road Districts
- System Development Charges (SDCs)
- Transient Room Tax (TRT)
- Urban Renewal/Tax Incremental Financing (TIF)

These sources of funding are described below.

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 Cascades East Transit (CET) 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.





GO Bonds

Government units must pay the interest and principal on municipal debts as they come due. 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. Passed by Bend voters in November 2020, the **City of Bend 2020 Transportation GO Bond** funds priority projects that improve neighborhood safety, east-west connections, and traffic flow in Bend, Oregon.

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

CET

CET receives revenue 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 Capital Improvement Plan.

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 cities 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.





SDCs

SDCs are fees paid by land developers. These fees are intended to reflect the increased capital costs incurred by a jurisdiction or utility because 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.

TRT

This is a tax levied against short-term rentals of hotels, motels, and vacation rentals. The taxes collected are used for tourism promotion, improvements to tourism-related facilities, and local government operations. The City of Bend currently levies a TRT on gross room receipts on transient lodging accommodations. A percentage of the revenue can be used to fund transportation services.

Urban Renewal/TIF

Urban renewal is funded by 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. 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: Transit Statement of Financial Capacity

Each year, Cascades East Transit (CET) provides the Federal Transit Administration (FTA) with signed assurances and certifications through the Transportation Electronic Award Management System. For copies of these assurances and certificates, contact the CET Bend Operations Center at address 1250 NE Bear Creek, Bend, OR 97701, phone number 541-385-8680, or online via the [CET Contact webpage](#).





Appendix I: Self-Certification

The current self-certification for the Bend Metropolitan Planning Organization (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.”



Accommodation Information for People with Disabilities & Language Assistance Services

You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please email accessibility@bendoregon.gov or call 541-693-2198. Relay Users Dial 7-1-1. All requests are subject to vendor processing times and should be submitted 48-72 hours in advance of events.

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 en correo electrónico accessibility@bendoregon.gov o número de teléfono 541-693-2198. Los usuarios del servicio de retransmisión deben marcar el 7-1-1. Por favor, envíe sus solicitudes con 48-72 horas de antelación al evento; todas las solicitudes están sujetas a los tiempos de procesamiento del proveedor.

