



ADOPTED BMPO BUDGET

**Bend Metropolitan Planning Organization (BMPO)
Fiscal Year 2027 Budget**

(July 1, 2026 – June 30, 2027)



BMPO
Bend Metropolitan
Planning Organization



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From the BMPO

This BMPO budget document provides information about the priorities the BMPO Policy Board has set to be accomplished during fiscal year 2027 (FY27), which runs from July 1, 2026, through June 30, 2027. It is developed in tandem with the BMPO Unified Planning Work Program (UPWP) and is foremost a financial plan that matches resources available with the spending priorities established through policy, direction, and goals of the BMPO Policy Board.



This document serves to provide a compressed overview of the programs and major work tasks described in the UPWP while expanding on the BMPO budget and financial planning details that it identifies. While the UPWP is developed and adopted biennially and amended/updated midcycle (leading up to the second year of the program), the budget is developed and adopted annually. The current, FY26-FY27 UPWP is available on the **BMPO Work Program & Budget webpage**.

The BMPO Budget Committee reviewed the proposed FY27 Budget on March 17, 2026. Following review and discussion, the committee approved the budget and recommended it, without changes, for BMPO Policy Board adoption.

The BMPO Policy Board held a public hearing and adopted the approved FY27 Budget, with the following amendment, on April 17, 2026:

- Increase Resources in Intergovernmental Revenue by \$2,300 and increase BMPO Program appropriations by \$2,300.



Resolution 2026-01

Bend Metropolitan Planning Organization (BMPO) Policy Board

A RESOLUTION ADOPTING THE BUDGET FOR THE FISCAL YEAR 2026-2027 (FY27)

THE BMPO DOES RESOLVE AS FOLLOWS:

To adopt the fiscal year 2026-2027 budget as approved by the BMPO Budget Committee pursuant to ORS 294.900 to 294.930, and;

That the amount for the fiscal year beginning July 1, 2026, for the purpose shown below, is hereby appropriated as follows:

Table 1: BMPO Fund

Category	FY27 Budget
BMPO Program	\$ 869,200
COVID Relief Program	185,000
State Highway Fund (SHF) Program	1,102,100
Total Program	\$ 2,156,300
Loan Repayment	100,000
Contingency	100,000
Reserves	373,000
Total Requirements	\$ 2,729,300

Adopted by the BMPO on the 17th of April 2026.

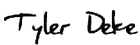
Yes: 3 No: 0 Abstain: 0

Authenticated by the Chair this 17th of April 2026

Signed by:

C7704984EAF4AD...
 Ariel Méndez, BMPO Chair

Witness:

Signed by:

45F69A4FCD214BD...
 Tyler Deke, BMPO Manager



BMPO Budget Committee and Staff

BMPO Budget Committee

- Greg Bryant, Community Member
- Phil Chang, Deschutes County
- James Dorofi, Community Member
- Sydney Forbes, Community Member
- Janet Gregor, Community Member
- Ariel Méndez, City of Bend
- Mike Riley, City of Bend
- Emerald Shirley, Oregon Department of Transportation (ODOT)
- Bob Townsend, Cascades East Transit (CET)
- Patrick Walsh, Community Member

BMPO Staff

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

City of Bend Finance Staff

- Samantha Nelson, Chief Financial Officer
- Dan Quick, Budget & Financial Planning Manager
- Tory Carr, Senior Budget & Financial Analyst



About the BMPO

The BMPO was formed in December 2002 when the Bend area reached a population of 50,000.¹ 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.² 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 urbanized areas by the 2020 Census, and areas that may be annexed into the city to accommodate growth and anticipated development over the next twenty 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](#).

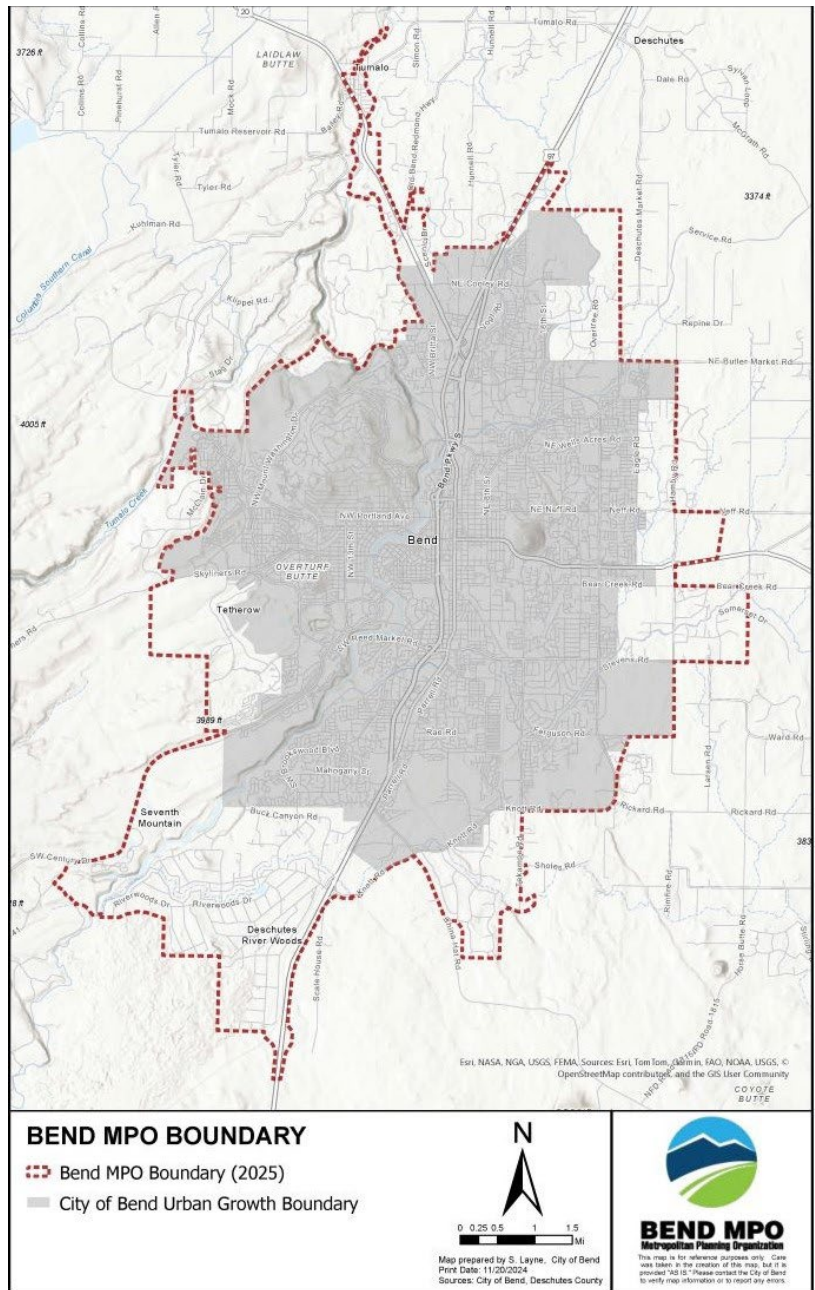


Figure 1: Map of BMPO Boundary, as approved in January 2025.

¹ The 2000 U.S. Census identified the Bend area as an urbanized area with a population over 50,000. This resulted in the establishment of the BMPO, as required by the Code of Federal Regulations (CFR), Title 23, Part 450 (23 CFR 450). To learn more, refer to **23 CFR Part 450 – Planning Assistance and Standards**.

² 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 funds 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 the following jurisdictions:

- CET
- City of Bend
- Deschutes County
- ODOT

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

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

BMPO Organizational Structure

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

BMPO Policy Board

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

BMPO Technical Advisory Committee (TAC)

The BMPO TAC meets monthly and has 16 members, 11 of which are voting members. While TAC members are primarily public works and planning staff, there are also two community members on the committee. This committee is responsible for most of the technical details of



BMPO transportation planning, and as such 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 year³ 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 (IGA) with the City of Bend, which establishes the City as the BMPO's administrative and fiscal agent.

³ The BMPO fiscal year aligns with the state fiscal year, which runs from July 1 of one calendar year through June 30 of the next.



Federal Requirements

The BMPO relies on the federal framework⁴ for handling and distributing funding and is required to show approved budgeted amounts and actual costs incurred.⁵

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 Metropolitan Transportation Improvement Program (MTIP)⁶
- 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 UPWP⁸

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

⁴ This framework is detailed under **Title 23 – Highways** and **Title 49 – Transportation** of the CFRs.

⁵ 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.

⁶ An MTIP covers a period of at least four years and is required to be developed at least every 4 years. The BMPO MTIP, which was last developed in May 2023 and is currently being updated, is available on the **BMPO MTIP webpage**.

⁷ An MTP covers a planning horizon of at least a 20-years and is required to be updated at least every 5 years. The BMPO MTP, which was last updated in September 2024 and covers a 20-year period, is available on the **BMPO MTP webpage**.

⁸ If a biennial work program, it must be updated midcycle.



UPWP Overview

The BMPO is required to develop an annual UPWP or a biennial UPWP that is amended midcycle. The UPWP identifies all transportation-related planning activities that will be undertaken within the BMPO area during the program period. The BMPO develops a biennial UPWP that is updated leading up to the second year of the program period. The business years for the current UPWP are FY26 and FY27, which together run from July 1, 2025, through June 30, 2027.

The FY26-FY27 UPWP is split into three programs – the BMPO Program, the COVID Relief Program, and the State Highway Fund (SHF) Program. It outlines four major work tasks and many specific work subtasks. The following content includes compressed descriptions of the programs and major work tasks that are described in more detail in the FY26-FY27 UPWP.⁹

Major Transportation Activities

Following is a shortlist of the BMPO major transportation activities for FY26 and FY27:

- Annual Obligation Reports
- Bend Transportation Safety Action Plan (TSAP) Update
- COVID Relief Program funding
- Data development
- MTIP
- MTP
- Oregon Household Travel and Activity Survey
- Oregon Modeling Statewide Collaborative (OMSC)
- Regional transportation strategies
- Revere Avenue Rail Crossing: Urban Design Verification (ODOT project)
- SHF Program funding
- South US97 Pedestrian Crossing Plan (ODOT project)
- Deschutes County Intelligent Transportation Systems (ITS) Plan Update (ODOT project)
- US20 to US97 Connection Study (ODOT project)
- State Legislative Priorities for FY26 and FY27
- State of Oregon planning and new programs
- Strategic Plan
- Transit planning
- Travel Model

⁹ The BMPO UPWP is available on the BMPO Work Program and Budget webpage.



Work Summary

Listed below are some of the tasks completed or started by the BMPO in FY24-FY26. Also listed are some projects that included significant BMPO involvement.

Work Completed (FY24-FY26)

- MTP update
- Annual Obligation Reports
- 2024-2027 MTIP maintenance
- Title VI annual reports
- Second round of SHF Program funding applications and funding agreements
- Updates and edits to the BMPO webpages
- Bend TSAP implementation continued
- Development of 2045 travel model scenarios
- US97/Baker Road Interchange Area Management Plan (ODOT project)
- US97/Reed Market Road Study (ODOT and City of Bend project)

Deliverables (FY26-FY27)

- US20 Facility Plan (ODOT led process, involves BMPO Policy Board)
- Deschutes County ITS Plan Update (ODOT project)
- US20 to US97 Connection Study (ODOT project)
- Coordination with City of Bend staff on implementation of a comprehensive transportation data program
- Bend TSAP Update – Safe Streets and Roads for All (SS4A) grant funded
- Serve on the OMSC, including the Policy Committee, Technical Tools Subcommittee, Modeling Program Coordination Subcommittee, Travel Survey Subcommittee, and Emerging Technologies work group
 - Oregon Household Travel and Activity Survey (full survey implemented in fall 2023 and 2024)
 - ActivitySim model development (ODOT project)
- BMPO representation on various transportation-related committees/groups, including:
 - Serving on ODOT Consultation Group for the federal Carbon Reduction Program
- Transportation modeling support: land use development, plans, and projects



BMPO Program

Task 1: BMPO Development and Program Management

Task 1 involves the coordination of all BMPO activities necessary for daily operations, including program administration, coordination of the BMPO committees, public involvement and equity efforts, financial management, and Oregon MPO Consortium participation. It also includes development of the biennial UPWP and annual budget, and participation in quarterly meetings of BMPO, ODOT, and FHWA staff.

This task includes the following subtasks:

- Subtask A: Administrative Tasks
- Subtask B: UPWP and Budget Development
- Subtask C: Coordination with Statewide MPO Committees
- Subtask D: Public Participation
- Subtask E: Title VI

The funding resources for Task 1 are listed in Table 6.

Task 2: Short Range Planning

Task 2 covers short-term activities, including performance measures, participation on local, regional, and statewide project committees, development and maintenance of the MTIP, and development of the Annual Obligation Report.

This task includes the following subtasks:

- Subtask A: Metropolitan Transportation Improvement Program (MTIP)
- Subtask B: Performance Management Tracking and Reporting
- Subtask C: Annual Obligation Report
- Subtask D: Agency and Jurisdictional Coordination (D.1 Committees, D.2 Projects)
- Subtask E: Transit Coordination

The funding resources for Task 2 are listed in Table 6.

Task 3: Long Range Planning

Task 3 includes work to update and maintain the MTP, develop a schedule to implement actions and additional planning work identified in the MTP (e.g., corridor or area studies), develop the US20 Refinement Plan (ODOT), develop the Revere Avenue Study (ODOT), assist Central Oregon Intergovernmental Council with implementation of some of the non-engineering components of the Bend TSAP, update the Bend TSAP, and assist the City of Bend as it addresses Oregon's climate change planning and rulemaking.



This task includes the following subtasks:

- Subtask A: Metropolitan Transportation Plan (MTP)
- Subtask B: Bend Transportation Safety Action Plan (TSAP)
- Subtask C: State of Oregon Planning and Programs

The funding resources for Task 3 are listed in Table 6.

Task 4: Travel Demand Modeling and Data Collection/Analysis

This task is focused on the regional travel demand model and data collection, analysis, and development. Many non-MPO led plans and projects (e.g., corridor studies, capital projects, land use planning studies, and land use developments) are underway in the BMPO study area. To varying degrees, these projects all make use of the travel demand model, which can be used to assess scenarios reflecting land use and transportation alternatives. The model geography extends to and includes the City of Redmond and some unincorporated areas.

This task includes the following subtasks:

- Subtask A: Transportation Model
- Subtask B: Transportation Model – Local Project Support
- Subtask C: Oregon Modeling Statewide Collaborative (OMSC)
- Subtask D: Oregon Household Travel and Activity Survey
- Subtask E: Data Collection/Analysis

The funding resources for Task 4 are listed in Table 6.



COVID Relief Program

Task 1: COVID Relief Program

This program is for the one-time COVID relief funding allocation that was received by the BMPO at the end of FY21, in the amount of \$1,500,900, from the Highway Infrastructure Programs Coronavirus Response and Relief Supplemental Appropriations Act of 2021. ODOT received the federal COVID relief funds which were then distributed to counties, cities, and small MPOs. Distribution of the funding was based on the established allocation agreement between ODOT, the League of Oregon Cities, and the Association of Oregon Counties.

COVID relief funds received by the BMPO were awarded to local jurisdictions through a public process involving BMPO Policy Board deliberations and decisions made in public meetings with opportunities for public comment. The BMPO Policy Board programmed most of the funds in FY23 with the remaining funds programmed in early FY25, in compliance with the requirement to program all the funds by September 2024. The funded projects are required to be completed by September 2029. It is anticipated all projects will be complete and funds transferred¹⁰ to recipients, through an interagency transfer process, by the end of FY27. The projected FY26 year-end balance of COVID relief funding is included as part of the beginning working capital for FY27.

There are no subtasks for this program.

The funding resources for the COVID Relief Program are listed in Table 6.

Additional details on COVID Relief Program funding awards, including programmed transfer years and statuses, are available on the following table.

¹⁰ Typically, transfers occur on a reimbursement basis following project or phase completion.



Table 2: COVID Relief Program – Summary of Awards¹¹

Recipient Agency	Project/Program Title	Award Amount ¹²	FY24 Transfer Amount	FY25 Transfer Amount	FY26 Transfer Amount ¹³	FY27 Transfer Amount ¹⁴	Total Transfer Amount ¹⁵
Bend-La Pine Schools	Multi-use Trail Planning and Construction Near High Desert Middle School	\$125,000.00	-	-	-	\$125,000.00	\$125,000.00
CET	Bus Stop Improvement Program	\$300,000.00	-	\$217,216.00	\$82,784.00	-	\$300,000.00
CET	CET Bus Stop Improvement Project	\$105,586.84	-	\$33,233.00	\$72,353.84	-	\$105,586.84
City of Bend	Bike and Pedestrian Improvements: Maintenance Equipment for Walk/Bike Facilities	\$312,400.00	-	\$312,400.00	-	-	\$312,400.00
City of Bend	Cooley Road Pedestrian Enhancement Sidewalk Infill Project	\$60,000.00	-	-	-	\$60,000.00	\$60,000.00

¹¹ Amounts shown are as of February 27, 2026. There are currently no transfers programmed after FY27; however, this is subject to change.

¹² If the award was revised, the amount shown represents the current award amount.

¹³ The FY26 amount represents the amount programmed for transfer prior to the end of FY26. Some transfers may have yet to occur and are subject to change.

¹⁴ The FY27 amount represents the amount programmed for transfer in FY27. These transfers have yet to occur and are subject to change.

¹⁵ For projects with transfers that have not yet been completed, the amount shown represents the total anticipated transfer.



Recipient Agency	Project/Program Title	Award Amount ¹²	FY24 Transfer Amount	FY25 Transfer Amount	FY26 Transfer Amount ¹³	FY27 Transfer Amount ¹⁴	Total Transfer Amount ¹⁵
Rooted-Homes¹⁶	Simpson Avenue Affordable Housing Project	\$589,370.16	\$589,370.16	-	-	-	\$589,370.16
Royal Haskoning DHV	Dutch Active Transportation Workshop in Central Oregon	\$8,500.00	\$8,500.00	-	-	-	\$8,500.00
TOTAL		\$1,500,857.00	\$597,870.16	\$562,849.00	\$155,137.84	\$185,000.00	\$1,500,857.00

¹⁶ Formerly known as Kor Community Land Trust.



State Highway Fund (SHF) Program

Task 1: SHF Program

This program is funded with part of the SHF funding received by the BMPO. Annually, the BMPO receives approximately \$1,379,000 – \$1,400,000 in SHF revenue. Nearly half of the SHF funds are distributed to the City of Bend for street maintenance and preservation. Another (approximately) 30% of the funds are allocated to BMPO area projects and programs, which are awarded funding through a competitive process overseen by the BMPO Policy Board. Together, these allocations fund the SHF Program. SHF Program funding is directed to local recipients through an interagency transfer process.¹⁷

The remainder of the SHF funds are not included as part of the SHF Program. Instead, this proportion of the SHF funding is retained by the BMPO to support annual operations, including BMPO Program work and Reserves.

There are no subtasks for this program.

The funding resources for the SHF Program are listed in Table 6.

Additional details on SHF Program funding awards for FY25-FY27, including programmed transfer years and statuses, are available on the following table.

¹⁷ Typically, transfers occur on a reimbursement basis following project or phase completion.



Table 3: SHF Program – Summary of FY25-FY27 Awards¹⁸

Recipient Agency	Project/Program Title	Award Amount ¹⁹	FY25 Transfer Amount	FY26 Transfer Amount ²⁰	FY27 Transfer Amount ²¹	Total Transfer Amount ²²
CET	Bus Stop Improvement Program	\$ 4,500	-	\$ 4,500	-	\$ 4,500
City of Bend	Street Preservation Program	\$ 2,051,460	\$ 650,700	\$ 683,280	\$ 717,480	\$ 2,051,460
City of Bend	Downtown Signal Upgrades & Bike/Ped Improvements	\$ 1,016,460	-	\$ 694,890	\$ 321,570	\$ 1,016,460
Commute Options	Travel Options and Safe Routes to School Programs	\$ 189,000	\$ 63,000	\$ 63,000	\$ 63,000	\$ 189,000
TOTAL		\$ 3,261,420	\$ 713,700	\$ 1,445,670	\$ 1,102,050	\$ 3,261,420

¹⁸ Amounts shown are as of February 27, 2026. The awards listed are only those with funding programmed for distribution between FY25 and FY27.

¹⁹ If an award was revised, the amount shown represents the current award amount.

²⁰ The FY26 amount represents the amount programmed for transfer prior to the end of FY26. Some of these transfers may have yet to occur and are subject to change. (SHF Program transfers typically occur in the third and fourth quarters of the fiscal year in which they are programmed. Programmed funding may be deferred as needed, based on project timelines; however, it may not be advanced.)

²¹ The FY27 amount represents the amount programmed for transfer in FY27. These transfers have yet to occur and are subject to change.

²² For projects with transfers that have not yet been completed, the amount shown represents the total anticipated transfer.



Budget

Funding Resources

The BMPO is supported by federal, state, and local funds. In some years, it is also supported by grant funding. Each year, to balance a growing workload (in part due to rapid population growth in the BMPO area over the past decade) with fluctuating funding levels, the BMPO budget focuses resources toward the completion of priority projects and strategic priorities.

Federal Funds

Typically, federal funding sources for the BMPO are comprised of FTA Section 5303 (FTA 5303) funds and FHWA Metropolitan Planning (FHWA PL) funds.²³

FTA 5303 funds are allocated through ODOT to the BMPO by a formula that consists of 89.73% federal funds and 10.27% local match. The BMPO usually meets this local match requirement with eligible in-kind contributions provided by BMPO members and partners. However, the requirement may also be met with cash, if needed. FTA 5303 funds are received on a reimbursement basis.

FHWA PL funds are also allocated through ODOT to the BMPO by a formula that consists of 89.73% federal funds and 10.27% local match. ODOT and the BMPO make equal contributions toward meeting the FHWA PL match requirement.²⁴ The BMPO usually helps meet this local match requirement with eligible in-kind contributions provided by BMPO members and partners. However, the requirement may also be met with cash, if needed. FHWA PL funds are received on a reimbursement basis.

It is worth noting that the Infrastructure Investment and Jobs Act (IIJA)²⁵ requires states and MPOs to expend not less than 2.5% of FHWA PL funds on Complete Streets²⁶ planning activities. The BMPO satisfies this requirement with the FHWA PL work outlined in the UPWP.²⁷ For FY27, the \$9,500 budgeted for this purpose exceeds the requirement.

²³ In the past, the BMPO also received federal Surface Transportation Block Grant (STBG) funds; however, these were exchanged for state funds in FY24. Beginning in FY25, STBG funds were no longer a funding source for the BMPO.

²⁴ In previous years, ODOT contributed state planning funds to meet the full 10.27% match requirement for these funds. Beginning in FY26, ODOT and the BMPO covered this match requirement with equal contributions. Actual ODOT funding commitments are finalized through specific IGAs between ODOT and the BMPO.

²⁵ Also known as the Bipartisan Infrastructure Law (BIL), or IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options). The IIJA is set to expire on September 30, 2026. Decisions made regarding reauthorization will directly affect MPOs – from how they are funded and how they can utilize funding to how much authority they have in local transportation decision-making.

²⁶ Visit the [FHWA Complete Streets webpage](#) to learn more.

²⁷ See the BMPO Program, Task 3, Subtasks A and B.



Over the past decade, federal funding to the BMPO has fluctuated, including funding decreases in some years. However, even in years of increased funding, the financial requirements for the BMPO work program have exceeded the available federal funding resources.

State Funds

In addition to the state planning funds ODOT contributes to help meet the match requirement for FHWA PL funds, the BMPO receives state funding in the form of SHF dollars.²⁸

SHF funds are issued directly to the BMPO. There is no match required for these funds. SHF funding has been authorized by the BMPO Policy Board²⁹ to support the BMPO Program, Reserves, and the SHF Program. SHF funding is received as an annual allocation in January of each year, and it is recognized as costs are incurred during the third and fourth quarters of the fiscal year.

Local Funds

Local funding received by the BMPO comes in the form of in-kind match contributions from BMPO members and partners. In FY27, local contributions will help the BMPO meet the match requirements for FHWA PL funds, FTA 5303 funds, and SS4A grant funds.

Grant Funds

In some years, supplementary support for BMPO planning projects may come from specific state or federal grants and programs. This applies to the FY27 budget, which includes federal COVID relief funding and federal SS4A grant funding.

COVID relief funding was received as a one-time allocation to the BMPO in FY21. These funds have no match requirement. The COVID relief funds included in the FY27 budget have already been awarded to local agencies for specific projects and will be transferred to the recipient agencies in FY27 as projects are completed. More information about this funding is available in the COVID Relief Program section of this document and the UPWP.

²⁸ SHF funds replaced federal STBG funds in the BMPO budget beginning in FY24. The BMPO's annual SHF funding allocations are expected to be less than what would have been received as STBG funding; however, the SHF funds are more flexible and allow for local procurement processes without being constrained by federal requirements of a certified fiscal agency.

²⁹ In FY23, prior to the exchange from STBG to SHF funding, the BMPO Policy Board decided how STBG funding would be allocated for FY25-FY27. To maintain the BMPO budget, the board authorized utilization of a portion of the funds to support increased BMPO staffing and specific planning projects. These authorized amounts were applied when the BMPO exchanged STBG funds for SHF funds. Of note, the BMPO is the only non-Transportation Management Area in Oregon that uses some of its SHF funding to support planning projects and staffing. These funds have been used to fund projects such as the 2045 MTP Update, the 2019 US97 Bend Parkway Facility Plan, the 2019 Deschutes County ITS Plan Update, and the 2019 Bend TSAP. In FY25 and FY26, the BMPO Policy Board deliberated and determined how to allocate the estimated FY28-FY30 SHF funding.



SS4A grant funding was awarded to the BMPO in FY24. These funds were awarded at 80% with a 20% local match requirement. The grant consists of \$200,000 in federal funding and \$50,000 local match. The BMPO will meet the match requirement with a combination of local funds and eligible in-kind contributions provided by BMPO members and partners. The purpose of this funding is to update the Bend TSAP.³⁰ SS4A grant funds are received on a reimbursement basis.

Budget Tables

Budget Summary

The FY27 BMPO Budget Summary is shown in the following table. The budget requirements, by program and task, are listed in Figure 2, and the chart in Figure 3 shows each budgeted funding resource and as a percentage of the total funding resources available.

³⁰ More information about the Bend TSAP Update is available in the UPWP (see the BMPO Program, Task 3, Subtask B) and on the [Bend TSAP webpage](#).



Table 4: FY27 Budget – Summary³¹

Resources	Budgeted Amount	Requirements	Budgeted Amount
Beginning Working Capital/COVID Relief Funding	\$578,000		
		BMPO Program	\$869,200
FHWA PL		Task 1: Dev. & Program Management	192,700
Federal Share	260,200	Task 2: Short Range Planning	73,000
FTA Section 5303	84,500	Task 3: Long Range Planning	362,300
Safe Streets (SS4A)	91,000	Task 4: Modeling and Data Collection	241,200
SHF – BMPO	450,000		
SHF – Awards	1,102,100	COVID Relief Program	\$185,000
Total Grant Funding	\$2,565,800	Task 1: COVID Relief Admin	185,000
		SHF Program	\$1,102,100
FHWA PL		Task 1: State Highway Funding	1,102,100
State Match	15,600	Loan Repayment	\$100,000
Local Match	15,600	Contingency	\$100,000
FTA Local Match	9,400	Reserves – BMPO	\$373,000
Safe Streets Local Match	22,900	Reserves – COVID	\$-
Total Match Funding	\$63,500		
City of Bend Loan	100,000		
Total Budgeted Resources	\$2,729,300	Total Budgeted Requirements	\$2,729,300

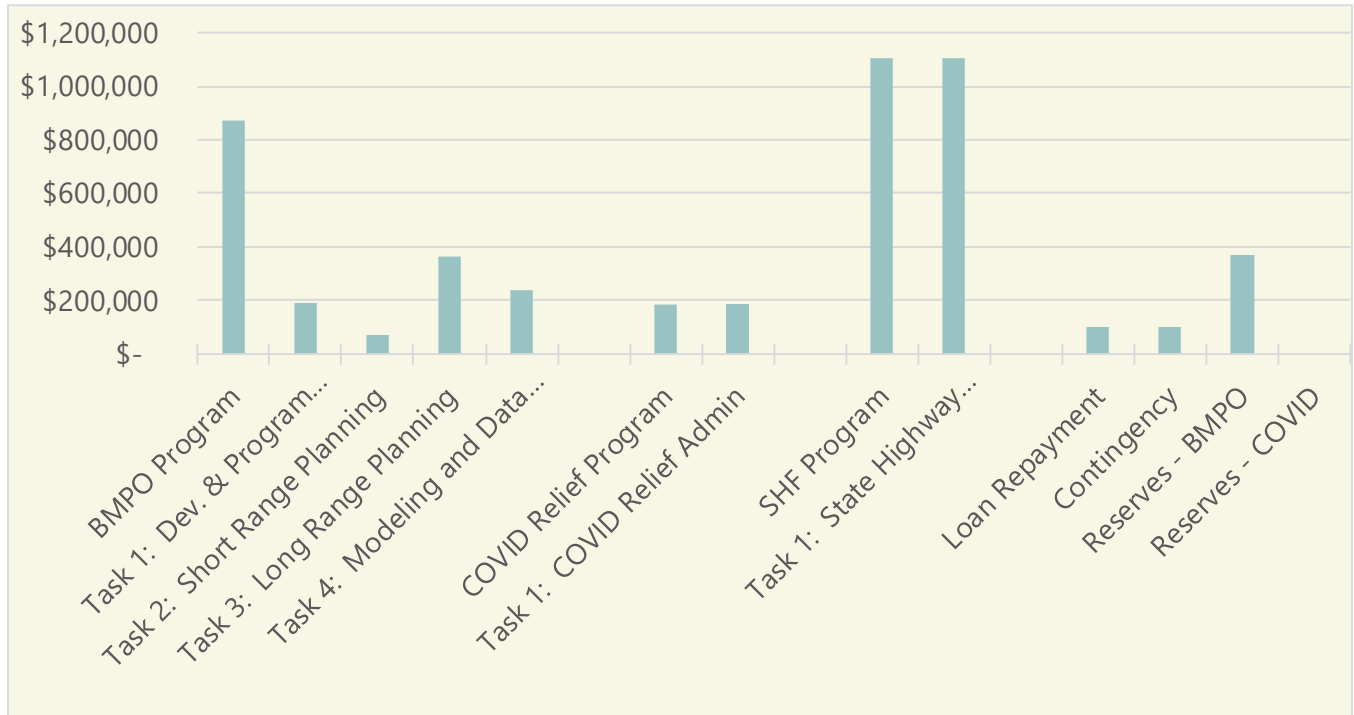
³¹ As adopted on April 17, 2026.



Requirements by Program and Task

The following bar chart represents the FY27 requirements, by program and task.

Figure 2: FY27 Budget – Requirements by Program and Task³²



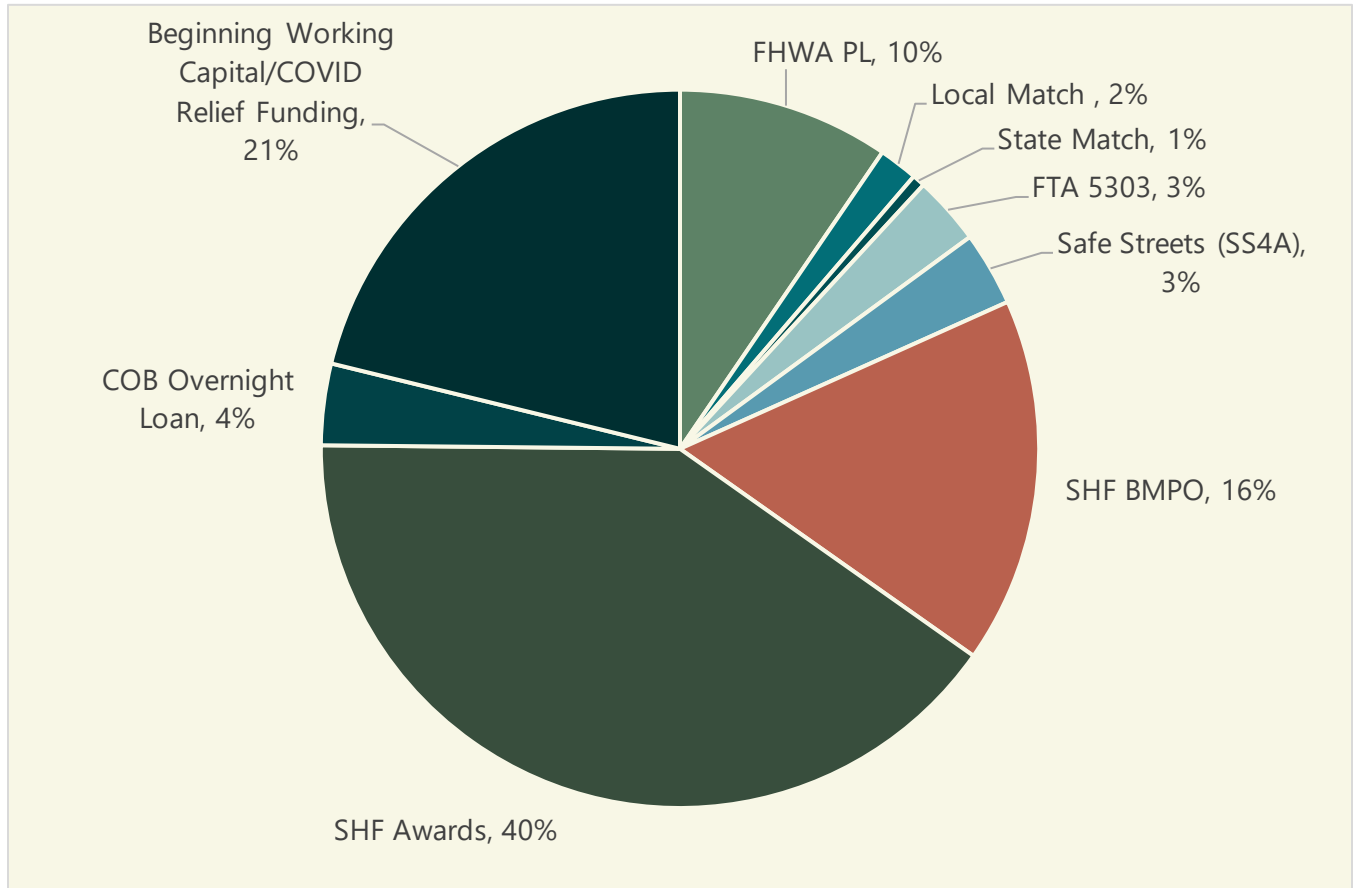
³² As adopted on April 17, 2026.



Funding Resources

The following pie chart provides a view of how much each funding resource contributes to the total funding resources available for FY27.

Figure 3: FY27 Budget – Funding Resources³³



³³ As adopted on April 17, 2026.



Line-Item Budget

The FY27 Line-Item Budget is shown in the following table, with significant and/or new line items described in the subsequent pages.

Table 5: FY27 Budget – Line-Item Budget

Line No.	Account Description	FY26 Revised Budget	FY26 Actuals ³⁴	FY26 Year End Projection	FY27 Proposed Budget	FY27 Approved Budget ³⁵	FY27 Adopted Budget ³⁶
1	Resources:						
2	Beginning Working Capital	\$520,200	\$589,470	\$638,700	\$578,000	\$578,000	\$578,000
3	Intergovernmental Revenue	2,412,800	409,486	2,321,400	1,985,500	1,985,500	1,987,800
4	State Match	13,100	10,482	13,100	15,600	15,600	15,600
5	Bend/Deschutes County In-Kind Match	62,600	-	50,300	47,900	47,900	47,900
6	Loan from City of Bend General Fund	100,000	-	100,000	100,000	100,000	100,000
7	Miscellaneous Revenue	-	30,109	26,000	-	-	-
8	Total Resources	\$3,108,700	\$1,039,547	\$3,149,500	\$2,727,000	\$2,727,000	\$2,729,300

³⁴ Actuals as of February 27, 2026.

³⁵ BMPO Budget Committee approval and recommendation to BMPO Policy Board for adoption occurred on March 17, 2026.

³⁶ BMPO Policy Board adoption occurred on April 17, 2026.



Line No.	Account Description	FY26 Revised Budget	FY26 Actuals ³⁴	FY26 Year End Projection	FY27 Proposed Budget	FY27 Approved Budget ³⁵	FY27 Adopted Budget ³⁶
9	<i>Requirements:</i>						
10	Regular Salaries	\$327,700	\$216,181	\$329,700	\$343,900	\$343,900	\$343,900
11	Other Payouts	6,500	5,224	5,200	5,500	5,500	5,500
12	Overtime	1,600	4,762	4,800	5,200	5,200	5,200
13	Social Security Tax	20,400	13,652	20,400	21,500	21,500	21,500
14	Medicare Tax	4,800	3,193	4,800	5,000	5,000	5,000
15	Unemployment	300	227	300	300	300	300
16	Workers Compensation	200	69	100	200	200	200
17	OR Paid Leave	1,300	879	1,300	1,400	1,400	1,400
18	PERS IAP	19,800	13,257	19,900	20,800	20,800	20,800
19	PERS OPSRP	64,000	42,929	64,500	67,300	67,300	67,300
20	PERS Debt Service	5,800	3,866	5,800	6,100	6,100	6,100



Line No.	Account Description	FY26 Revised Budget	FY26 Actuals ³⁴	FY26 Year End Projection	FY27 Proposed Budget	FY27 Approved Budget ³⁵	FY27 Adopted Budget ³⁶
21	Workers Compensation Insurance	1,800	999	1,600	1,900	1,900	1,900
22	Disability Insurance	900	530	900	900	900	900
23	AD&D Insurance	100	69	100	100	100	100
24	Life Insurance	300	174	300	300	300	300
25	High Deductible - Premium	50,600	29,895	46,000	53,300	53,300	53,300
26	High Deductible - Deductible	10,000	6,515	10,000	10,000	10,000	10,000
27	High Deductible - Coinsurance	3,100	341	2,500	3,000	3,000	3,000
28	Dental Insurance - Premium	5,000	3,220	5,000	5,500	5,500	5,500
29	Telemed Service	100	105	200	100	100	100
30	OPEB Funding	4,800	2,658	4,000	4,600	4,600	4,600
31	Deferred Compensation	3,700	2,248	3,600	3,900	3,900	3,900
32	Employee Parking	500	480	600	500	500	500



Line No.	Account Description	FY26 Revised Budget	FY26 Actuals ³⁴	FY26 Year End Projection	FY27 Proposed Budget	FY27 Approved Budget ³⁵	FY27 Adopted Budget ³⁶
33	Section 125 Benefits	400	205	400	400	400	400
34	Total Personnel Services	\$533,700	\$351,678	\$532,000	\$561,700	\$561,700	\$561,700
35	Professional Services - Legal	\$2,500	\$1,013	\$5,900	\$6,100	\$6,100	\$6,100
36	Professional Services - Consulting	269,300	39,368	187,200	153,000	153,000	155,300
37	Professional Services - Financial Audit	7,500	6,264	5,500	6,000	6,000	6,000
38	Software Host Solutions	700	678	700	700	700	700
39	Equipment	-	-	500	500	500	500
40	In-Kind Match	62,600	6,225	50,000	47,800	47,800	47,800
41	Postage	100	3	100	-	-	-
42	Advertising – Public Notice	1,500	271	1,500	1,600	1,600	1,600
43	Mobile Device Services	600	143	500	900	900	900
44	City of Bend Support, Interagency	63,600	42,404	63,600	63,600	63,600	63,600



Line No.	Account Description	FY26 Revised Budget	FY26 Actuals ³⁴	FY26 Year End Projection	FY27 Proposed Budget	FY27 Approved Budget ³⁵	FY27 Adopted Budget ³⁶
45	Office Supplies	200	-	200	200	200	200
46	Employee Costs	500	-	-	-	-	-
47	Employee Costs – Training	2,500	1,561	2,500	3,500	3,500	3,500
48	Employee Costs – Licenses & Dues	3,500	2,288	3,100	3,300	3,300	3,300
49	Community Education & Outreach	4,000	1,484	4,000	5,000	5,000	5,000
50	Insurance Premium	5,000	4,921	5,000	5,500	5,500	5,500
51	Grant Recipients	1,650,900	63,000	1,600,900	1,287,100	1,287,100	1,287,100
52	Sponsorships & Contributions	5,000	5,000	24,800	7,500	7,500	7,500
53	Total Materials and Services	\$2,080,000	\$174,623	\$1,956,000	\$1,592,300	\$1,592,300	\$1,594,600
54	Loan Repayment	\$100,000	\$83,500	\$83,500	\$100,000	\$100,000	\$100,000
55	Contingency	100,000	-	-	100,000	100,000	100,000
56	Reserves	295,000	-	-	373,000	373,000	373,000



Line No.	Account Description	FY26 Revised Budget	FY26 Actuals ³⁴	FY26 Year End Projection	FY27 Proposed Budget	FY27 Approved Budget ³⁵	FY27 Adopted Budget ³⁶
57	Total BMPO Program	\$962,800	\$463,301	\$887,100	\$866,900	\$866,900	\$869,200
58	Total COVID Relief Program	\$205,200	\$-	\$155,200	\$185,000	\$185,000	\$185,000
59	Total SHF Program	\$1,445,700	\$63,000	\$1,445,700	\$1,102,100	\$1,102,100	\$1,102,100
60	Ending Working Capital	\$-	\$429,746	\$578,000	\$-	\$-	\$-



Significant and/or New Line-Items

Beginning Working Capital (Line 2, Resources): the beginning working capital on July 1, 2026, is available due to the remaining balance of COVID Relief Program funds (awarded funds that have yet to be distributed to recipients), Reserves, earned interest, and an overnight loan from the City of Bend.

Intergovernmental Revenue (Line 3, Resources): this line-item includes the funding sources referenced in the budget summary as FHWA PL, FTA Section 5303, Safe Streets (SS4A), SHF – BMPO, and SHF – Awards. Due to the basis upon which these funds are received and recognized³⁷ in combination with the when authorized expenses are incurred,³⁸ it is common for most of this revenue to be expended in the third and fourth quarters of the fiscal year.

State Match (Line 4, Resources): this line refers to ODOT's contribution toward meeting the match requirement for the FWHA PL funds.³⁹

Bend/Deschutes County In-Kind Match (Line 5, Resources): this line includes local contributions toward meeting local match requirements for FHWA PL funds, FTA 5303 funds, and SS4A grant funds. This line is equal to the In-Kind Match expense (Line 40).

Loan from City of Bend General Fund (Line 6, Resources): this represents the loan amount expected to be received on June 30 of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred. This is an overnight loan and does not accumulate interest. It is intended to cover reimbursements not received by the end of the fiscal year. For FY27, a year-end loan from the City of Bend is anticipated on June 30, 2026, to cover charges in advance of grant reimbursement.

³⁷ FHWA PL, FTA Section 5303, and Safe Streets (SS4A) funds are received on a reimbursement basis. SHF – BMPO and SHF – Awards funds are received as an annual allocation in January; however, the funding is recognized as costs are incurred. Refer to the Funding Resources section of this document for more detail.

³⁸ Safe Streets (SS4A) funding is primarily allocated for consulting costs, which may be incurred on an irregular basis due to fluctuating service needs over the course of the project. SHF – Awards funding represents a significant proportion of the total Intergovernmental Revenue. SHF – Awards spending typically involves one transfer for each annual award allocation programmed in the year, issued on a reimbursement basis following completion of the eligible project or phase. Due to the timing of receipt of the SHF annual allocation, transfers to award recipients generally occur in the third and fourth quarters of each fiscal year. The exception to this is when a recipient does not request reimbursement until a later fiscal year than originally programmed, in which case it may be possible to transfer funds within an earlier quarter of a later year due to the availability of unused funds that would have been carried forward.

³⁹ Actuals include SHF funding that is budgeted in Intergovernmental Revenue (line 3) as a result of the transition from STBG (federal) to SHF (state).



Miscellaneous Revenue (Line 7, Resources): the amounts shown here account for investment income generated from earned interest,⁴⁰ predominately from undistributed COVID Relief Program funding. Stated projections include only actual earnings, due to uncertainty in forecasts.

Total Personnel Services (Line 34, Requirements): personnel services include salaries and benefits for the dedicated BMPO staff members.⁴¹ The FY27 budget assumes 3.0 full-time equivalents: 1.0 BMPO Manager, 1.0 BMPO Senior Planner, and 1.0 BMPO Program Coordinator. Current monthly salary ranges for these positions are listed below.⁴²

- BMPO Manager: \$8,869 to \$11,319
- BMPO Senior Planner: \$7,712 to \$9,842
- BMPO Program Coordinator: \$6,037 to \$7,705

Professional Services – Consulting (Line 36, Requirements): consulting expenses are incurred throughout each fiscal year as well as across fiscal years.⁴³ As a result, this line fluctuates each year based on projects underway. The decrease expected in FY27 is due to Bend TSAP Update consulting costs, which were previously expected to be incurred only in FY26 but will now occur across fiscal years FY26 and FY27.⁴⁴

In-Kind Match (Line 40, Requirements): this includes the local in-kind match required for SS4A grant funding, FTA 5303 funding, and FHWA PL funding. In-kind match sources are listed in each subtask in the UPWP. This line is equal to the Bend/Deschutes County In-Kind Match amount (Line 5, Resources).

Advertising – Public Notices (Line 42, Requirements): this line primarily includes costs associated with publishing legal notice, as required by Oregon budget law, for any public meeting in which the budget and/or budget adjustments will be considered.

City of Bend Support, Interagency (Line 44, Requirements): the City of Bend and BMPO have an IGA whereby the City of Bend provides services to the BMPO. Employees in specific City of Bend departments (e.g., the Finance department) are charged as 100% indirect. Each fiscal year, the list of departments that will be charged as indirect in the subsequent fiscal year

⁴⁰ Funds are kept in interest bearing accounts. The earned interest is based on month-to-month earnings. Currently, the interest being earned for the BMPO becomes unrestricted once available for use. In FY25, the BMPO Policy Board deliberated and decided to review the earned interest balance at the beginning of each fiscal year, starting with FY26, to determine how the funds will be spent. In FY26, the beginning balance of earned interest was approximately \$135,000. In October 2025, the board deliberated and decided to allocate \$133,000 of these funds to Reserves and \$2,000 to BMPO Program costs.

⁴¹ The City of Bend and BMPO have an IGA whereby BMPO staff receives salaries and benefits as City staff.

⁴² Salaries listed reflect those for full-time employees in FY26.

⁴³ This is due to plans and programs that must be updated on various multi-year cycles. Within each update cycle, there are also typically fluctuations in the level of consulting services needed, depending on the work required for each phase of the update.

⁴⁴ This is due to a change with the project delivery schedule.



is included in an annual Indirect Cost Allocation Rate Proposal that is finalized between ODOT and BMPO.

Insurance (Line 50, Requirements): the BMPO is required to maintain liability insurance. This line includes general liability insurance and auto liability insurance.

Grant Recipients (Line 51, Requirements): this represents COVID Relief Program funding and SHF Program funding that was awarded to external agencies for specific projects and is programmed to be transferred to recipients in FY27.

Sponsorships & Contributions (Line 52, Requirements): this line item was added in FY26. The BMPO Policy Board deliberated in FY25 and decided to allocate a limited amount of funding, annually, to support local sponsorship requests from external agencies. The BMPO Policy Board will review sponsorship requests and allocate the funds.

Loan Repayment (Line 54, Requirements): this line matches the amount shown for the Loan from City of Bend General Fund line (Line 6, Resources) and represents the amount that will be repaid to the City of Bend for the year-end, overnight loan.

Reserves (Line 56, Requirements): in FY25, Reserves were added as a new line item in the BMPO budget, with a starting balance of \$80,000. The BMPO Policy Board decided to allocate SHF dollars, in the amount of \$80,000 per year over the course of three years (FY25, FY26, and FY27) to build the Reserve balance. The amount budgeted for Reserves in FY27 includes the carried forward SHF allocations of \$80,000 per year for FY25 and FY26, the annual SHF allocation of \$80,000 for FY27, and the allocation of \$133,000 in earned interest for FY27.⁴⁵ It is worth noting that in FY25, the BMPO Policy Board started deliberations and planning regarding future spending and maintenance of Reserves.

⁴⁵ The COVID Relief Program funding that was included in the FY26 Reserve balance is now reflected in the Grant Recipients line of the FY27 budget. This is because the remaining COVID Relief Program funding, which has been awarded to external agencies, is scheduled to be transferred to the recipients in FY27.



Revenue Allocations

The FY27 revenue allocations, by program and task, are shown in the table below, followed by descriptions of significant revenue sources.

Table 6: FY27 Budget – Revenue Allocations by Program and Task⁴⁶

Funding Source	BMPO Task 1	BMPO Task 2	BMPO Task 3	BMPO Task 4	BMPO Total	SHF Task 1	COVID Task 1	Loan Repayment	Contingency	Reserves	Grand Total
FHWA PL	139,900	29,200	29,200	34,900	233,200	-	-	-	-	-	233,200
OMPOC Savings	10,500	2,200	2,200	2,600	17,500	-	-	-	-	-	17,500
State Match	9,400	2,000	2,000	2,200	15,600	-	-	-	-	-	15,600
Local Match	9,400	2,000	2,000	2,200	15,600	-	-	-	-	-	15,600
2.5% Complete Streets	-	-	9,500	-	9,500	-	-	-	-	-	9,500
FHWA PL Total	169,200	35,400	44,900	41,900	291,400	-	-	-	-	-	291,400
FTA 5303	21,100	33,800	21,100	8,500	84,500	-	-	-	-	-	84,500
Local Match	2,400	3,800	2,400	800	9,400	-	-	-	-	-	9,400
FTA 5303 Total	23,500	37,600	23,500	9,300	93,900	-	-	-	-	-	93,900

⁴⁶ As adopted on April 17, 2026.



Funding Source	BMPO Task 1	BMPO Task 2	BMPO Task 3	BMPO Task 4	BMPO Total	SHF Task 1	COVID Task 1	Loan Repayment	Contingency	Reserves	Grand Total
Safe Streets (SS4A)	-	-	91,000	-	91,000	-	-	-	-	-	91,000
Local Match	-	-	22,900	-	22,900	-	-	-	-	-	22,900
Safe Streets (SS4A) Total	-	-	113,900	-	113,900	-	-	-	-	-	113,900
SHF – BMPO	-	-	180,000	190,000	370,000	-	-	-	-	80,000	450,000
SHF – Awards	-	-	-	-	-	1,102,100	-	-	-	-	1,102,100
SHF Total	-	-	180,000	190,000	370,000	1,102,100	-	-	-	80,000	1,552,100
Beginning Working Capital	-	-	-	-	-	-	185,000	-	100,000	293,000	578,000
City of Bend Loan	-	-	-	-	-	-	-	100,000	-	-	100,000
Grand Total	192,700	73,000	362,300	241,200	869,200	1,102,100	185,000	100,000	100,000	373,000	2,729,300



Significant Revenue Sources

FHWA PL Funding: this refers to the FHWA PL funds, with the ODOT contribution to meeting the match requirement shown as “state match” and the BMPO contribution to the requirement shown as “local match.” The required 2.5% for Complete Streets planning activities is shown in the table as “2.5% Complete Streets.”

FTA 5303 Funding: this refers to the FTA 5303 funds, with the local match requirement shown as “local match.”

Safe Streets (SS4A): this refers to the funding that was awarded to the BMPO under the federal SS4A grant, with the local match requirement shown as “local match.”

SHF – BMPO: this represents the portion of SHF dollars that are allocated to the BMPO Program and Reserves.

SHF – Awards: this represents the portion of the SHF funding that is allocated to the SHF Program, which is administered by BMPO and distributed externally to fund local agency projects and City of Bend street maintenance and preservation.



Acronym Glossary

3C: an abbreviation for the three-c transportation planning process. Required by the Federal Highway Act of 1962, transportation planning in urban areas must involve a continuing, comprehensive, and cooperative process. This 3C process is carried out cooperatively by states and local communities. The primary function of an MPO is to conduct a 3C transportation planning process.

Bend TSAP: the Bend Transportation Safety Action Plan provides long-term goals, policies, and strategies as well as near-term actions to eliminate deaths and life-changing injuries on the transportation system by providing a comprehensive, multidisciplinary approach to transportation safety. To learn more, visit the Bend TSAP webpage.

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

BMPO: Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend. When cities reach a population of 50,000 and meet population density requirements, MPOs are designated for those areas by the governor. The BMPO represents a geographic area slightly larger than the City of Bend.

CET: Cascades East Transit, Central Oregon's regional public transportation service provider.

CFR: Code of Federal Regulations.

FHWA: Federal Highway Administration, a division of the United States Department of Transportation 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.

FHWA PL: Metropolitan Planning funds, as defined by the Metropolitan Planning Program. The **FHWA IJA webpage** provides more information.

FTA: Federal Transit Administration, a division of the United States Department of Transportation that administers the public transit funding programs.

FTA Section 5303/FTA 5303: planning funds used for MPO and state transit planning. These funds are suballocated by states to MPOs based on a formula that considers the urbanized area population, individual planning needs, and a minimum distribution for each MPO. To learn more, visit the **FTA Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning – 5303, 5304, 5305 webpage**.

FY: fiscal year, for the purpose of this document the fiscal year aligns with the state fiscal year, which starts July 1 of one calendar year and ends June 30 of the next. In this document, abbreviation is used in combination with a two-digit number to represent a specific fiscal year.



The number matches the last two digits of the calendar year in which the fiscal year ends. For example, FY27 represents the fiscal year that begins July 1, 2026, and ends June 30, 2027.

IGA: intergovernmental agreement, a formally adopted agreement between two or more units of government. An IGA articulates the respective roles, duties, and responsibilities of the agencies that are parties to the agreement.

IJA: Infrastructure Investment and Jobs Act. The IJA, also referred to as the BIL, was signed into law on November 15, 2021. It authorizes \$1.2 trillion in total spending, including \$550 billion of new spending on hard infrastructure. It also addresses climate change as it pertains to surface transportation; revises Buy America procurement procedures for highways, mass transit, and rail; implements new safety requirements for all modes of transportation; and directs the Department of Transportation to establish a program to ensure the long-term solvency of the Highway Trust Fund. Additionally, it incorporates and extends through 2022 the 2021 federal-aid, highway, transit, and safety programs as well as the Federal-Aid Highway Program, transit programs, highway safety, motor carrier safety, and rail programs from 2023 through 2026. The IJA requires MPOs to use 2.5% of their FHWA PL funding to support Complete Streets. The IJA is set to expire on September 30, 2026.

ITS: Intelligent Transportation Systems involve the application of advanced technologies and management techniques to manage congestion, enhance safety, provide information to travelers, and assist transportation system operators in implementing suitable traffic management strategies.

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.

MTIP: Metropolitan Transportation Improvement Program. Comparable to city and county capital improvement programs, the MTIP identifies projects, budgets, and timing for short-term delivery within an MPO. The BMPO MTIP is available on the BMPO MTIP webpage.

MTP: Metropolitan Transportation Plan, the long-term transportation plan that defines transportation improvement strategies and policies for an MPO area. The BMPO MTP and related information is available on the BMPO MTP webpage.

ODOT: Oregon Department of Transportation is responsible for operating and maintaining Oregon's system of highways and bridges, public transportation services, rail passenger and freight systems, and bicycle and pedestrian systems. ODOT manages driver licensing and vehicle registration programs, motor carrier operations, and transportation safety programs.

OMSC: Oregon Modeling Statewide Collaborative, a voluntary collaborative of state, regional, and local government agencies working to ensure Oregon has the right data, tools, skills, and expertise needed to answer important questions about our transportation systems, land uses, and economy. To learn more, visit the [OMSC website](#).



SHF: State Highway Fund, separate and distinct from the General Fund. To learn more about the composition and use of these funds, visit the [ORS 366.505 webpage](#).

SS4A: Safe Streets and Roads for All, a federal discretionary grant program with \$5 billion in appropriated funds over the 5-year period of 2022 through 2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. More information is available on the [SS4A Grant Program website](#).

STBG: Surface Transportation Block Grant. Previously one of the major federal funding sources for the BMPO, STBG funding was replaced by SHF funding.

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

TSAP: Transportation Safety Action Plan (*see Bend TSAP*).

UGB: Urban Growth Boundary, an officially adopted and mapped line that separates an urban area from surrounding rural lands. All cities in Oregon are required to have a 20-year supply of land for housing and employment in their UGB. The [City of Bend's UGB map](#) is available online.

UPWP: Unified Planning Work Program, a federally required report that describes the transportation work program and budget for an MPO. It details the various local, state, and federal funding sources that will be used. Related FHWA and FTA rules are available online at [FHWA Federal-Aid Policy Guide \(for 23 CFR 450C\) webpage](#).



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