



**BEND MPO**  
Metropolitan Planning Organization

# MPO 101

February 2019

# What is an MPO?

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- MPO stands for “Metropolitan Planning Organization”
- MPO is a federal designation
- New MPOs are designated after each decennial census
- All urban areas with a population > 50,000 and a population density >1,000 persons per square mile are designated MPOs
  - Future expansions of the MPO boundary are determined by the Census Bureau and MPO jurisdictions

# What is the purpose of an MPO?

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- The primary purpose of the MPO is to coordinate transportation planning efforts among local jurisdictions for the entire “urbanized” area
  - Additional planning funding is available for these purposes
- The MPO also receives and distributes federal transportation funding each year (currently about \$1.1 million/year)

# Who funds the MPO?

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## Federal sources\*:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

## State sources:

- Oregon Department of Transportation (ODOT) provides match for FHWA funds

## Local sources:

- In-kind contributions to match FTA funds

\*Our federal funding peaked in FY2012-13 and then declined or remained mostly stagnant for several years. It will surpass the FY2012-13 funding levels next fiscal year (FY2019-20).

# Oregon MPOs

There are eight MPOs in Oregon

- Established MPOs

- Medford-Ashland (Rogue Valley MPO)
- Eugene-Springfield (Central Lane MPO)
- Salem-Keizer (SKATS)
- Portland region (Metro)
- Bend MPO (designated December 2002)
- Corvallis Area MPO (designated 2002)

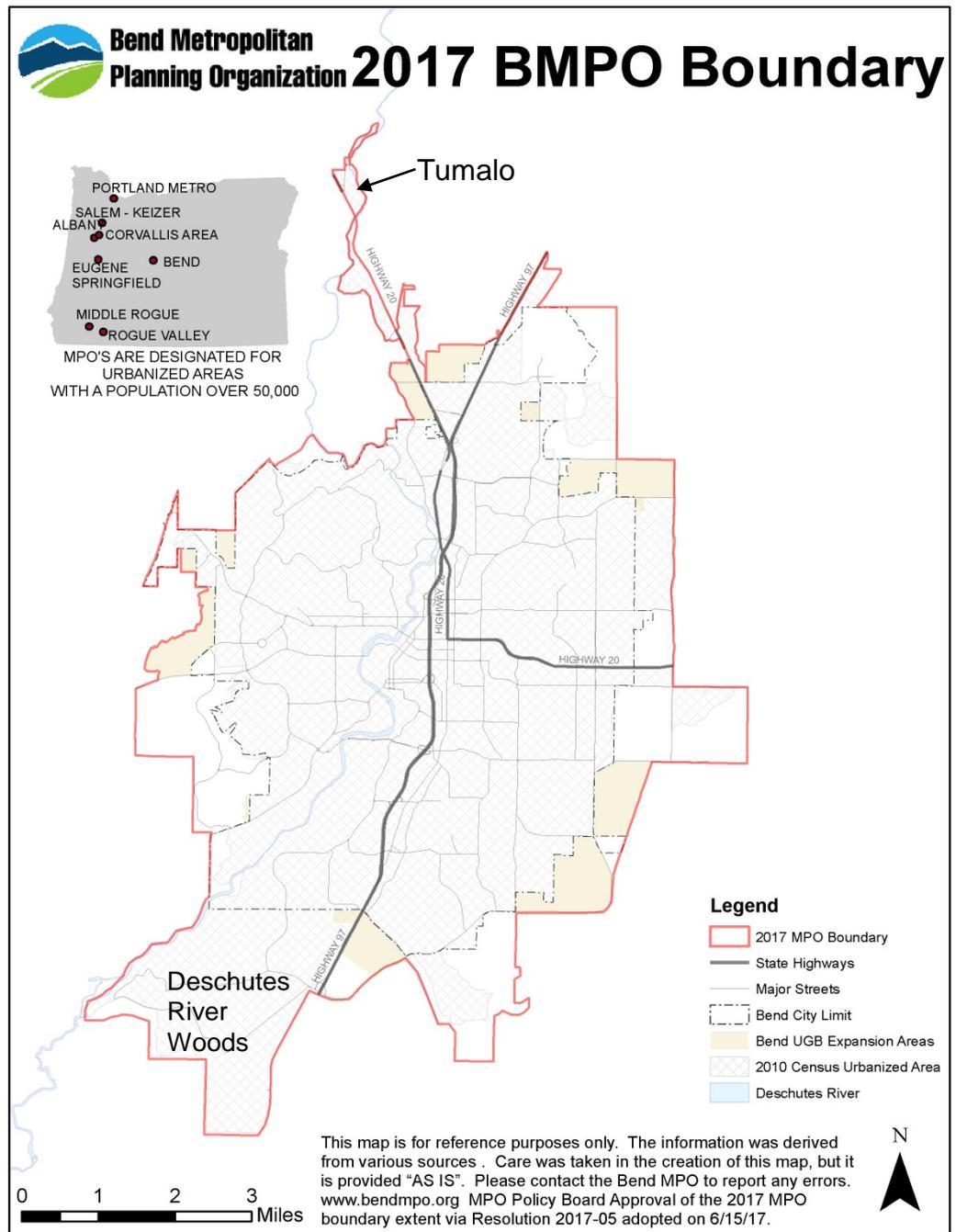
- New after 2010 Census

- Grants Pass Area (Middle Rogue MPO)
- Albany Area MPO



# Bend MPO boundary

\*Approximately 400 MPOs in U.S. Bend MPO is one of less than 10 MPOs covering a single city.



# Who Governs the Bend MPO?

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- Policy Board
  - 3 members from the Bend City Council
  - 1 member from the Deschutes County Commission
  - 1 member from ODOT
- Technical Advisory Committee
  - Primarily agency staff with 2 local residents
- Oversight of MPO activities is the responsibility of the Oregon Department of Transportation, Federal Transit Administration and Federal Highway Administration

# BMPO Policy Board

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## Members

- Bob Townsend, ODOT Region 4
- Tony DeBone, Deschutes County
- Barb Campbell, City of Bend
- Justin Livingston, City of Bend
- Chris Piper, City of Bend



# BMPO Policy Board

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## Policy Board Roles

- Direct all MPO efforts, including:
  - Development of annual work program
  - Development of Metropolitan Transportation Plan
- Sounding board for transportation discussions and decision making across jurisdictions and agencies

# Major Tasks of all MPOs

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## Metropolitan Transportation Plan

- A 20-25 year long-range plan that establishes transportation policies and project priorities for the MPO area

## Metropolitan Transportation Improvement Program

- Schedule of funded federal, state, and some local transportation projects and programs for next 3-4 years
- Comparable to city capital improvement program

## Other items

- Annual Work Program; Public Participation Plan; Safety Planning; Title VI & Environmental Justice Plan; Annual List of Obligated Projects

# Metropolitan Transportation Plan

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- 20-25 year long-range transportation plan
- Addresses all modes of transportation
  - Autos, transit, bicycles, sidewalks and trails, freight, etc.
- Establishes transportation policy and project priorities
- Federally compliant plan adopted Sept 2014
- Must be updated every 5 years

# Other MPO Responsibilities

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- Participation in transportation planning and project development efforts undertaken by the city, county and ODOT
- Work jointly with ODOT to maintain the Bend-Redmond transportation model (computer model used for transportation planning and project development)
- Participation in statewide planning and administrative rule making efforts that impact the MPO area
- Review and comment on federal & state legislative efforts that impact the MPO area
- Allocation of MPO specific federal funds

# Current Projects/Work

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- Update of the Metropolitan Transportation Plan (due Sept 2019)
- Developing a Transportation Safety Action Plan (completion expected summer 2019)
- Update of the Deschutes County Intelligent Transportation Systems (ITS) Plan (ODOT project) – includes significant MPO funding
- US 97 Parkway Study (ODOT project) – Policy Board providing oversight (completion expected Dec 2019)
- Public Transportation Plan update (CET project) – includes significant MPO funding (completion date TBD)
- 2019 Oregon Legislative session (actively tracking several bills)
- Discretionary federal funding – will work with Board spring 2019 to distribute
- Transportation data collection & management
- Other tasks – we work under a federal regulatory structure and have many other on-going requirements



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