

# Unified Planning Work Program 2013 - 2014



**BMPO** Bend Metropolitan  
Planning Organization

The preparation of this report has been financed in part by funds from the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, and the Oregon Department of Transportation. BMPO staff, the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein.

Please contact the BMPO Staff at 541-693-2122 or 541-693-2113 for assistance with this document.

**Resolution Number 2013-04**  
**Bend Metropolitan Planning Organization Policy Board**

**For the Purpose of Adopting the Fiscal Year 2013-2014 Unified Planning Work  
Program for the Bend Metropolitan Planning Organization**

**WHEREAS**, the US Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

**WHEREAS**, the US Department of Transportation and the Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Bend Metropolitan Planning Organization (BMPO) to carry out the Metropolitan Transportation Planning Process; and

**WHEREAS**, the Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures; and

**WHEREAS**, the BMPO has developed a UPWP for fiscal year 2013-2014, in coordination with US DOT and ODT and in compliance with all applicable federal and state requirements; and

**WHEREAS**, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2013-2014.

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP and budget for fiscal year 2013-2014.

Adopted by the Bend Metropolitan Planning Organization the 16<sup>th</sup> day of May, 2013.

Yes: 3

No: 0

Authenticated by the Chair this 16<sup>th</sup> day of May, 2013.

  
\_\_\_\_\_  
Mark Capell, Chair

Attest:

  
\_\_\_\_\_  
Tyler Deke, MPO Manager

# **Bend Metropolitan Planning Organization**

## **Policy Board**

Mark Capell, Chair, City of Bend  
Anthony DeBone, Vice Chair, Deschutes County  
Bob Bryant, ODOT  
Sally Russell, City of Bend  
Victor Chudowsky, City of Bend

## **Technical Advisory Committee**

Brian Rankin, City of Bend  
Nick Arnis, City of Bend  
Karen Friend, Cascades East Transit (CET),  
Scott Aycock, Central Oregon Intergovernmental Council (COIC) and Central Oregon  
Area Commission on Transportation (COACT)  
Peter Russell, Deschutes County & Deschutes Co. Bicycle & Pedestrian Advisory  
Committee  
Jim Bryant, ODOT Region 4  
Joe Viola, Central Oregon Community College (COCC)  
Jeff Monson, Commute Options  
Jazmin Casas, Federal Highway Administration\*  
Ned Conroy, Federal Transit Administration\*  
Karen Swirsky, Oregon Department of Land Conservation and Development\*  
Vacant, Oregon Department of Environmental Quality\*  
\*indicates non-voting members

## **Citizens Advisory Committee**

Bill Wagner, Chair  
Sheree MacRitchie, Vice Chair  
Michael Lovely  
Michel Bayard  
Robin Vora  
Kyle Kendall

## **BMPO Staff**

Tyler Deke, Manager  
Jovi Anderson, Program Technician

**Bend Metropolitan Planning Organization  
Unified Planning Work Program  
FY2013-2014**

**Table of Contents**

Overview .....	1
Purpose .....	1
Organizational Structure .....	2
UPWP Public Notification Process .....	2
BMPO Major Transportation Activities for Fiscal Year 2013-14 .....	4
ODOT Funding Support to the BMPO .....	4
TASK 1: BMPO Development and Program Management .....	6
TASK 2: Short Range Planning .....	10
TASK 3: Long Range Planning .....	14
TASK 4: Travel Demand Modeling and Data Collection/Analysis .....	18
Budget Summary .....	21
Budget Changes from the Previous Year .....	23
Financial Policies .....	23
FIGURE 1 – BMPO Study Area Map .....	24
FIGURE 2 – Revised BMPO Urbanized Area Map .....	26
APPENDIX A: Summary of Deliverables & Products from the 2013 – 2014 UPWP .....	27
APPENDIX B: List of Transportation Planning Acronyms .....	29
APPENDIX C: Central Oregon TDM Program Overview .....	32
APPENDIX D: ODOT Region 4, Deschutes County, and City of Bend Transportation Planning Program Overview .....	34

# **Bend Metropolitan Planning Organization Unified Planning Work Program 2013-2014**

## **Overview**

The Unified Planning Work Program (UPWP) is a document that incorporates all transportation planning and supporting comprehensive planning activities in the Bend Metropolitan Area during the State fiscal year 2014<sup>1</sup> and serves as a means to satisfy 23 CFR 450.308. It is intended to provide a framework for the coordination of transportation planning efforts by local, State, and regional agencies through the Bend Metropolitan Planning Organization Policy Board. The UPWP outlines four major work tasks and many specific work tasks and is the federally mandated and federally funded program required to be fulfilled by the BMPO. In addition, Appendix C describes the Transportation Demand Management (TDM) program being undertaken in Central Oregon and Appendix D describes significant planning projects being undertaken by other agencies and jurisdictions in the BMPO study area.

Transportation is an important issue for people within our region and across the nation. There are concerns about increasing demands on the transportation system in an environment of decreasing funding for all type of transportation projects, limited public transportation, and the preservation of “quality of life”. In Central Oregon, rapid population growth and development has increased the importance of coordinated transportation planning. In addition, work is underway both within Oregon and nationally to address greenhouse gas emissions from the transportation sector.

Through the recession, transportation has been identified as an important component of overall economic competitiveness. To help address these issues, the MPO in conjunction with its local partners, has undertaken work to develop a long-range public transit plan and to identify alternate mobility standards and performance measures, and local funding sources for US 97 and other roads throughout Central Oregon.

## **Purpose**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have established MPO policy guidelines with the purpose of: 1) integrating modal planning at the metropolitan level; 2) achieving intermodal planning and coordination, and 3) relating these activities to local comprehensive planning.

Pursuant to MAP-21 guidelines and the code of federal regulations, the 2013-2014 Unified Planning Work Program (UPWP) for the BMPO is the document identifying all transportation and related planning activities that will be undertaken within the metropolitan area during the project year from July 1, 2013 to June 30, 2014. The work program was developed to serve these specific objectives:

1. Define work activities to meet the needs of local, state, and federal agencies in accordance with applicable transportation requirements.
2. Identify funding sources and shortfalls for work to be completed.
3. Coordinate work activities and relationships (both internal and external).

---

<sup>1</sup> The State of Oregon fiscal year runs from July 1 to June 30 and is the business year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2012 is numbered FY 2013. The federal fiscal year 2013 begins October 1, 2012 and runs through September 30, 2013.

4. Promote the wise use of public resources through sound decision-making and interagency coordination.

Development of this work program was coordinated with FHWA, FTA, ODOT, the BMPO Technical Advisory Committee and Citizens Advisory Committee and approved by the BMPO Policy Board.

### **UPWP Amendment Process**

This section describes the types of adjustments that require an amendment to UPWP and which of these can be accomplished as administrative actions by staff versus formal action by the TAC and Policy Board.

Formal amendments to the UPWP require approval of the TAC and Policy Board and are required when any of the following occur:

- A new planning study or project is identified.
- There is 20 percent change, in the total UPWP project costs. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Administrative changes to the UPWP can occur for and of the following:

- Changes to total UPWP project costs that do not exceed the thresholds for formal amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects/programs that extend into multiple fiscal years.

Administrative amendments will be reported to ODOT, FHWA, and FTA as they occur. The TAC will receive notification at the next regularly scheduled TAC meeting.

### **UPWP Public Notification Process**

The Bend MPO will engage the public through visitor comments encouraged at public meetings with scheduled BMPO committees. Additional notifications of the development of the UPWP will be included on the BMPO website, through email notification to the media and stakeholder groups such as media, neighborhood associations, and other interested parties, and collaboration with ODOT, FHWA, and FTA.

### **Organizational Structure**

The Bend Metropolitan Planning Organization (BMPO) was designated on December 18, 2002, by the Governor of Oregon. The primary function of an MPO is to conduct a *continuing, cooperative* and *comprehensive* transportation planning process that will result in plans and programs that consider all transportation modes and will support metropolitan community development and social goals.

The BMPO organizational structure has been designed so that it operates as an entity separate from the participating jurisdictions so that no single entity dominates the organization's decision-making processes. A Policy Board has been established to oversee the process of the BMPO. The Policy Board is comprised of three members of the Bend City Council, one member of the Deschutes County Commission, and the ODOT Region 4 manager. As future major transportation providers form, such as a Transit District, they will be added to the Policy Board. The BMPO planning boundary is shown in Figure 1 near the end of the document.

Federal and state legislation for the MPO requires the following basic functions:

- Develop and maintain a Metropolitan Transportation Plan (MTP)
- Develop and maintain a Metropolitan Transportation Improvement Program (MTIP)
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators
- Develop an annual work program

The BMPO entered into an intergovernmental/interagency agreement with the City of Bend establishing the City of Bend as the administrative and fiscal agent for the BMPO. The agreement was renewed and extends that commitment through June 30, 2013. It is anticipated the agreement will be extended another 2 years. The following committees and organizations provide input and guidance to the BMPO:

**BMPO Technical Advisory Committee (TAC)**

The TAC is primarily comprised of technical staff from the public works and planning departments of local and state agencies. The TAC also includes members from FHWA and FTA. The TAC advises the Policy Board on technical transportation issues and reviews the transportation documents produced by BMPO staff. The TAC meets about six times per year.

**BMPO Citizens Advisory Committee (CAC)**

The Citizens Advisory Committee (CAC) consists of citizens and members of interest groups in the BMPO area. The purpose of the CAC is to involve the public in the metropolitan transportation planning process. The CAC advises the Policy Board regarding metropolitan transportation planning issues. The Policy Board considers recommendations from the CAC along with input from other public outreach efforts and other BMPO advisory committees. The CAC generally meets once a quarter.

**BMPO Freight Advisory Committee (FAC)**

The BMPO FAC consists of freight transportation stakeholders who advise the Policy Board on freight transportation issues and priorities, local mobility issues and concerns as it relates to the movement, transfer and delivery of freight related goods and services. The FAC does not have a regular meeting schedule and has been inactive for several years. The FAC is expected to meet in fiscal year 2013-2014 to assist in the MTP update.

**BMPO Policy Board**

The Policy Board is composed of officials from the City of Bend, Deschutes County and ODOT. The Policy Board considers recommendations from the CAC and TAC and makes final decisions on all BMPO matters. The Policy Board generally meets on a monthly basis.

## Status of Bend MPO Documents

Plan Name	Last Update	Next Update
Metropolitan Transportation Plan (MTP)	Adopted June 2007	Update completion scheduled for summer 2014
Metropolitan Transportation Improvement Program (MTIP)	2012-15 MTIP adopted November 2011	2015-18 MTIP adoption expected fall 2014
Annual Funding Report	FFY2012 report completed December 2012	FFY2013 report to be completed December 2013
Unified Planning Work Program (UPWP)	2012-13 UPWP adopted May 2012	2013-2014 UPWP to be adopted May 2013
Public Participation Plan	Adopted June 2009	Specific public participation plan to be developed for MTP update
Title VI/Environmental Justice Plan	Revisions completed October 2012	Dependent on availability of 2010 Census data

## BMPO Major Transportation Activities for Fiscal Year 2013-14

There are several priority issues that need to be addressed during FY2013-14. The top priority item is to update the Metropolitan Transportation Plan (MTP) to consider the following items:

- 1) Incorporate findings from:
  - a) Central Oregon Rail Plan
  - b) Bend Public Transit Plan
  - c) Regional Transit Plan (to be completed later this year)
  - d) Bend Airport Master Plan (to be completed this spring)
  - e) TRIP 97
  - f) US 97 North Corridor EIS
  - g) Current bicycle/pedestrian project lists (city TSP and Parks/Rec Trails Master Plan)
  - h) Updated Regional ITS Plan
  - i) Regional Park/Ride Plan (to be completed later this year)
- 2) Incorporate findings from safety analysis work completed to date
- 3) Incorporate updated financial forecasts from ODOT (for federal and state funding) and City (from TSP work)
- 4) Update roadway project list to account for completed projects (e.g. GO Bond projects, Murphy/97)
- 5) Address new MAP-21 requirements (e.g. refined performance measures)
- 6) Climate change strategic assessment (ODOT & DLCD to fund and provide some staff support)
- 7) Oregon TPR issues (e.g. parking plan)
- 8) Seismic/lifeline routes (ODOT initiative)
- 9) ODOT least cost planning effort
- 10) Functional classification review (tie to ODOT process)
- 11) Revised forecast year
- 12) State highway and local roadway mobility standards
- 13) Updated public transportation plan and companion land use analysis

## ODOT Funding Support to the BMPO

Funding from FHWA, FTA, and ODOT supports the BMPO planning program. FHWA allocates Metropolitan Planning funds through ODOT to the BMPO by formula that consists of 89.73% federal funds and 10.27% local required match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds. Additional BMPO support comes from FTA 5303



planning funds and BMPO member in-kind support. In FY2011-12 and FY2012-13, additional Metropolitan Planning Funds were provided to the Bend MPO to help fund part of the cost of the TRIP 97 project. It is anticipated that additional future support for BMPO planning projects could come from state grant programs (e.g. Transportation and Growth Management Program).

In 2006, ODOT's Transportation Planning and Analysis Unit (TPAU) completed development of the Bend area travel demand model. In 2009, BMPO and TPAU developed a cooperative agreement to share transportation modeling resources through a joint work program for FY2010-FY2013. BMPO staff will work with ODOT in FY2013-14 to update the agreement.

Actual ODOT funding commitments are finalized through specific IGAs. The BMPO will apply for and otherwise obtain these funds. BMPO and their subcontractors will carry out the tasks described in this UPWP.

## TASK 1: BMPO Development and Program Management

Beginning Working Capital	\$90,000 <sup>1</sup>
City Loan June 30, 2014	90,000 <sup>2</sup>
FHWA PL Funding	80,574
FTA Funding	37,584
Other Sources (Grant Awards)	28,409
In-kind Local Match	<u>1,035</u>
<b>Total Task 1</b>	<b>327,602</b>
Percent of Total Budget	56% <sup>3</sup>

<sup>1</sup> Beginning Working Capital from city loan received on June 30, 2013.

<sup>2</sup> Loan amount received on June 30, 2014 to cover reimbursed charges not received at the end of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred.

<sup>3</sup> The Task 1 budget also includes administrative costs (Beginning working capital, city loan, financial administration, general administration, building rent, and computer information systems support), and direct expenses (supplies, travel, printing, etc.). These items comprise a significant percentage (approximately 51%) of Task 1 total costs.

**Description:** Task 1 involves the coordination of all MPO activities necessary for daily operations, including program administration, coordination of the BMPO advisory committees, public involvement efforts, financial management, development of the UPWP, and participation in statewide planning efforts.

**Subtask A. Administrative tasks:** Administrative tasks associated with the BMPO include the coordination and logistics for meetings of the Policy Board, Technical Advisory Committee, and Citizen Advisory Committee. The Freight Advisory Committee may also reconvene. Meeting support activities include items such as: agenda packet preparation and distribution, public notification, preparation of summary minutes, etc. Other administrative activities include maintenance of the MPO website, records management, development and maintenance of intergovernmental agreements, fiscal management (including invoicing and an annual audit), solicitation of proposals for contractual services, and development and administration of contracts. In addition, the BMPO may seek funding for specific studies or technical assistance to complete MPO related tasks. BMPO staff would identify sources of funding, prepare applications/proposals and administer grant funds. Most of the administrative activities are ongoing and continue each year. In FY2013-14, MPO staff will also conduct a comprehensive review of all non-funding agreements to assess agreement sufficiency, review timelines, and make modifications as necessary.

*Budget\*:* \$275,791

Percent of Task Budget: 84%

\*Includes contingency, administrative costs (financial administration, general administration, and information technology support), city loan repayment, vacation and sick leave, and direct expenses (supplies, travel, etc.).

*Deliverables:* Committee meeting agenda packets and meeting minutes, invoices to ODOT, approved intergovernmental agreements, annual audit and financial report, organized files, updated and maintained website, completed information requests,

approved and executed contracts, and an updated summary of all non-funding agreements that assesses agreement sufficiency, timelines, and proposed modifications (if any).

*Timeframe:* Ongoing: July - June

*Agencies Involved:* FHWA, FTA, ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask B. UPWP Development:** The UPWP is a federally required document that describes the transportation planning activities to be undertaken in the Bend MPO area. The UPWP is updated annually and its implementation is monitored by FHWA, FTA, and ODOT. Development of the UPWP identifies transportation planning needs, objectives and projects of the region.

UPWP progress is tracked through monthly and quarterly reports submitted to FHWA, FTA, and ODOT. The annual Self Certification Statement is prepared concurrently with UPWP development. Development of the Certification Statement considers the MPO's effectiveness in fulfilling federal requirements regarding the 3-C (Comprehensive, Continuing and Coordinated) and multimodal urban transportation planning processes, and compliance with Title VI (nondiscrimination), Environmental Justice provisions and the Americans with Disabilities Act.

Budget: \$7,049  
Percent of Task Budget: 2.2%

*Deliverables:* Monthly reports, Quarterly reports, 2014-2015 UPWP document, and self-certification statement.

*Timeframe:* Draft UPWP in 3<sup>rd</sup> quarter; FHWA, FTA, and ODOT review in 3<sup>rd</sup> quarter; Policy Board adoption in 4<sup>th</sup> quarter

*Agencies Involved:* FHWA, FTA, ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask C. Coordination with Statewide MPO Committees:** BMPO staff and Board members regularly engage with other MPO's, state agencies, and federal agencies on matters of joint interest and to participate in committees, task forces and/or work groups, addressing issues of importance to the BMPO. The two principal forums for this interaction are the Oregon MPO Consortium (comprised of Board members from the state's eight MPOs) and the quarterly meetings of staff from the state's MPOs, transit districts, ODOT, and FHWA.

Budget: \$6,348  
Percent of Task Budget: 1.9%

*Deliverables:* Assist with coordination of and participation at Oregon MPO Consortium meetings; participation in the quarterly MPO/Transit District meetings; and other applicable groups and meetings.

*Timeframe:* Ongoing: July - June

*Agencies Involved:* FHWA and ODOT

**Subtask D. Public Participation:** An active and ongoing public involvement process is needed to ensure the success of the BMPO. That process should supply complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in all planning and programming activities.

The purpose of this work element is to improve, strengthen and fulfill these needs. A good public participation plan includes public information, public involvement and public relations.

During fiscal year 2009, the BMPO adopted a Public Participation Plan (PPP). The PPP establishes a process to inform and engage members of the public and transportation stakeholders regarding the work of the BMPO. An update of the Metropolitan Transportation Plan (MTP) was initiated in FY2012-13. As part of that process, a specific PPP will be developed.

As the BMPO implements the tasks in the UPWP (e.g. updating the MTP) it will be necessary to continue implementation of the PPP. Various means will be used to communicate the activities of the BMPO, including:

1. Prepare and/or coordinate the development of media materials/visuals to assist with outreach to the general public and other interested parties. Elements of this subtask will include: ongoing website development and updates, preparation and distribution of informational flyers, newsletters, maps, graphics, mailings, press releases and other related publications, as necessary.
2. Attending and speaking to various City of Bend Neighborhood Associations, community transportation committees, public service or business organizations, and other appropriate venues to communicate BMPO activities or plans.
3. Attending and speaking to the various City and County appointed and elected councils, boards or committees to communicate BMPO activities or plans.

As discussed on a prior page and Subtask E below, environmental justice must be considered in all phases of planning. The information developed under Subtask E will be used to identify PPP strategies to better reach low-income and minority populations with the BMPO study area.

Another significant component of the public participation process is the Citizens Advisory Committee (CAC). The purpose of the CAC is to involve the public in the metropolitan transportation planning process. The Policy Board considers recommendations from the CAC along with input from other public outreach efforts and other BMPO advisory committees.

The CAC advises the BMPO on several different aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the Metropolitan Transportation Plan. To maximize use of staff time, joint meetings of the CAC and TAC may be held on occasion.

*Budget:* \$6,165  
*Percent of Task Budget:* 1.9%

*Deliverables:* Implemented Public Participation Plan, facts sheets, newsletters, BMPO project progress reports, community outreach, and BMPO web site development and maintenance.

*Timeframe:* Ongoing: July - June

*Agencies Involved:* ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask E. Title VI/EJ Analysis**

The BMPO adopted a Title VI/EJ Plan in FY 2010-11. The Plan relied upon data from the 2000 Census. In FY2012-13, the Plan was updated using updated information from the American Community Survey. The BMPO will use the Plan when developing the MTIP and the long range plan update to analyze the benefits and burdens of transportation system investments for different socio-economic groups.

*Budget:* \$ 6,994  
*Percent of Task Budget:* 2%

*Deliverables:* Assessment of new Title VI/EJ data sources (2010 Census); If necessary, updated GIS maps of minority & low-income populations; Updated Title VI/EJ Plan; Environmental Justice Analysis of the Metropolitan Transportation Improvement Program and Metropolitan Transportation Plan

*Timeframe:* Review of data sources and updated Plan: to be determined as new data is made available  
 Long-range plan assessment: 3<sup>rd</sup> or 4<sup>th</sup> quarter

*Agencies Involved:* FHWA, FTA, and ODOT

**Task 1 Estimated Timeline**

<b>Subtask Letter/Title</b>	<b>Early FY13</b>	<b>Late FY13</b>	<b>Early FY14</b>	<b>Late FY14</b>
A Administrative Tasks				
B UPWP Development				
C Statewide Committees				
D Public Participation				
E Title VI/EJ Analysis				

## TASK 2: Short Range Planning

FHWA PL Funding	\$45,407
FTA Funding	<u>2,000</u>
<b>Total Task 2</b>	<b>\$47,407</b>
Percent of Total Budget	8%

**Description:** This task covers short term activities including STP project programming, local technical assistance, Road Users Safety Task Force, participating in local projects, and the maintenance and update of the Metropolitan Transportation Improvement Program.

**Subtask A. Metropolitan Transportation Improvement Program (MTIP):** During fiscal year 2011-12, the 2012-2015 MTIP was completed and adopted. Activities during FY 2013-14 will involve maintenance of the 2012-2015 MTIP and initiating development of the 2015-18 MTIP. MTIP adjustment and amendments requests are initiated by the sponsoring agencies. Proposed changes are typically reviewed by the TAC and recommendations are forwarded to the Policy Board for approval. MTIP amendments are then forwarded to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP). Development of the 2015-18 MTIP will begin in the 3<sup>rd</sup> or 4<sup>th</sup> quarter of the fiscal year with adoption expected early in FY 2014-15.

In FY2007-08, ODOT initiated quarterly meetings focused specifically on development and maintenance of the STIP and MTIP. These meetings provide a forum to discuss issues of common interest to each MPO in Oregon and to improve the MTIP and STIP processes. BMPO staff will continue to participate in these meetings.

*Budget:* \$10,396  
*Percent of Task Budget:* 21.9%

*Deliverables:* Amended 2012-2015 MTIP  
Participation in quarterly MTIP/STIP meetings  
Draft 2015-18 MTIP

*Timeframe:* Ongoing: July - June

*Agencies Involved:* FHWA, FTA, ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask B. Annual Listing of Federally Funded Projects:** On annual basis, the State, public transportation operator(s), and the MPO must develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. The listing must be published or otherwise made available. Future versions of the Annual Listing will list the percentage completed of the listed projects.

*Budget:* \$ 3,523  
*Percent of Task Budget:* 7.4%

*Deliverables:* Annual Listing of Federally Funded Projects

*Timeframe:* Draft in 2<sup>nd</sup> quarter, Final in 3<sup>rd</sup> quarter

*Agencies Involved:* FHWA, FTA, ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask C. Surface Transportation Program (STP) Funds Management:** In FY 2009, the BMPO developed draft project evaluation criteria and discussed possible funding targets (e.g. maintenance/preservation, modernization, bike/pedestrian, transit). Given the significant shortage of street preservation funding for major roadways in Bend, the Policy Board voted to continue providing all available STP funds through FY 2011-12 for the City of Bend's street preservation program. In FY 2012-13, the Policy Board approved using some of the STP funds to partially pay for update of the MTP. The City of Bend is evaluating local funding options to address the preservation shortfall. If a new local funding option is implemented, the MPO will finalize a new STP allocation process. MPO staff is also working with ODOT, the League of Oregon Cities, and the Association of Oregon Counties to update the STP funding agreement to address discrepancies in the way funding is distributed to the MPOs, cities and counties.

*Budget:* \$8,812  
*Percent of Task Budget:* 18.6%

*Deliverables:* Programmed projects, and evaluation criteria and project area funding targets (if appropriate). Revised funding agreement.

*Timeframe:* Project allocation and identification process in 3<sup>rd</sup> quarter  
Revised funding agreement in 3<sup>rd</sup> quarter

*Agencies Involved:* ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask D. Land Use Review:** In FY2009-10, MPO staff established a process to provide comment on City of Bend land use applications that impact the regionally significant transportation system. The purpose of the review is to insure that land use actions are consistent with the goals, policies, programs, and projects contained in the MTIP and MTP. Staff will continue this process in FY2013-14.

*Budget:* \$1,940  
*Percent of Task Budget:* 4.1%

*Deliverables:* Submitted comments on proposed land use actions

*Timeframe:* Ongoing: July - June

*Agencies Involved:* City of Bend

**Subtask E. Road Users Safety Task Force:** In FY2008-09, the City of Bend established a Road Users Safety Task Force in response to several bicycle and pedestrian fatalities. The Task Force embarked on an education campaign focused on bicyclists, pedestrians, and motorists understanding safe practices of cycling, walking and driving in Bend. The education campaign has included outreach and education options utilized elsewhere. Staff cuts at the City of Bend have greatly limited the City's ability to be actively engaged in this process. MPO staff is coordinating the Task Force and will also assist with identifying and administering grant funding opportunities to further the goals of the group.

*Budget:* \$ 6,340  
*Percent of Task Budget:* 13.4%

*Deliverables:* Task Force coordination, identification of funding options to further the goals (e.g. safety education campaign, development and distribution of safety materials) of the Task Force, and administration of grant proceeds

*Timeframe:* Ongoing: July – June

*Agencies Involved:* ODOT and City of Bend

**Subtask F. Intelligent Transportation Systems (ITS):** The Deschutes County ITS Plan was updated in FY 2010-11. Any ITS project that is funded with Federal Aid dollars, including transit projects, must be in compliance with 23 CFR 940 (ITS Architecture Final Rule). The main components of the rule include development of a regional ITS architecture (including maintaining and using the architecture) and using a systems engineering analysis to develop ITS projects. Each fiscal year during the 4<sup>th</sup> quarter, the BMPO, in cooperation with ODOT Region 4 and the ODOT ITS Unit, will coordinate a meeting to identify updates to the ITS architecture. BMPO staff will then work with ODOT staff to update the architecture file to reflect those changes.

*Budget:* \$ 1,762

*Percent of Task Budget:* 3.7%

*Deliverables:* ITS architecture maintenance meeting and updates

*Timeframe:* ITS Architecture meeting and maintenance: 4<sup>th</sup> quarter

*Agencies Involved:* ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask G. Interagency/Interjurisdictional Coordination:** Coordinate or participate in activities and priorities for the BMPO area, including (lead agency in parenthesis):

- 1) Participation on advisory committee for the Central Oregon Transportation Options Plan (COIC)
- 2) Participation on advisory committee for Central Oregon Park and Ride Study (COIC)
- 3) Participation on advisory committee for Central Oregon Transit Master Plan (COIC)
- 4) Development of the Environmental Impact Statement for the US97 Bend North Corridor project in north Bend (ODOT)
- 5) Development of Interchange Area Management Plan for S. US97 (Policy Board is serving as project Steering Committee) (ODOT)
- 6) Project development for interchange at US 97 and Murphy Road (ODOT)
- 7) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 8) Participating in meetings of the Central Oregon Area Commission on Transportation (COACT)
- 9) Participating as necessary on the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 10) Participation in Central Oregon Area Commission on Transportation (ODOT)
- 11) Participating in the Commute Options for Central Oregon work group (Commute Options)
- 12) Participating in and providing technical support to the City of Bend urban growth boundary expansion process. The final outcome of this process will require revisions to the BMPO MTP and the BMPO boundary (City of Bend)
- 13) Maintenance of the bicycle and pedestrian grant matrix (BMPO)



- 14) Work with MPO member jurisdictions to assess the opportunity for a bike share program in Bend (BMPO)
- 15) Tracking and commenting on various state projects, including Least Cost Planning (ODOT)
- 16) Tracking and commenting on various local projects, including: Central Area Plan Multi-Modal Mixed Use Area TGM project; 3<sup>rd</sup> Street multi-model project
- 17) Participating on the National Institute for Transportation and Communities (NITC) Board of Advisors

As has occurred in prior years, it is anticipated that additional projects will arise in the 2013-14 fiscal year that will require BMPO participation.

*Budget:* \$ 14,634  
 Percent of Task Budget: 30.9%

*Deliverables:* Written and verbal input on draft documents, BMPO attendance and participation at appropriate meetings, and technical assistance as appropriate. Consultation as needed with TAC and Policy Board on issues that may impact MPO plans or policies. Responses to local and state plan changes.

*Timeframe:* Ongoing: July - June

*Agencies Involved:* ODOT, Central Oregon Intergovernmental Council/Cascades East Transit, City of Bend and Deschutes County

**Task 2 Estimated Timeline**

<b>Subtask Letter/Title</b>		<b>Early FY13</b>	<b>Late FY13</b>	<b>Early FY14</b>	<b>Late FY14</b>
A	MTIP				
B	Annual Funded Projects List				
C	STP Funds				
D	Land Use Review				
E	Safety Task Force				
F	ITS update				
G	Interagency Coordination				

### TASK 3: Long Range Planning

FHWA PL Funding	\$6,500
FTA Funding	2,000
STP Funding	131,605
In-kind Local Match	<u>11,965</u>
<b>Total Task 3</b>	<b>\$152,070</b>
Percent of Total Budget	26%

\*Task 3 budget includes consultant costs associated with updating the Metropolitan Transportation Plan.

**Description:** The current Metropolitan Transportation Plan (MTP) was completed in late FY2006-07. The MTP conforms to the transportation planning requirements as set forth in the SAFETEA-LU legislation. Federal regulations require the MTP be updated at least every 5 years. Given the significant delays in the city of Bend urban growth boundary (UGB) expansion process, work on the MTP update has been repeatedly delayed. A full update of the MTP was initiated in FY2012-13. Work began in the third quarter and will extend into FY2013-14. The MTP update will also address Oregon Transportation Planning Rule (TPR) requirements for metropolitan areas. Long-range planning subtasks to be completed in FY2013-14 will include:

**Subtask A. Metropolitan Transportation Plan Update:** The following items will be considered for the MTP update:

- To ensure consistency with federal planning requirements, the model horizon year will be extended to insure a minimum 20-year horizon. MPO staff will coordinate with ODOT staff and local agency staff to determine the best horizon year.
- Update the future deficiencies analysis, considering the following projects and plans:
  - ✓ US 97 North Corridor EIS
  - ✓ Bend Public Transit Plan
  - ✓ US 97/Murphy Overcrossing
  - ✓ City of Bend bond funded roadway improvement program
  - ✓ Bend Park and Recreation District bond funded trails improvement program
  - ✓ Central Oregon Rail Plan
  - ✓ Bend Airport Master Plan
  - ✓ Regional Park and Ride Lot Plan
  - ✓ Current bicycle and pedestrian projects identified in the Bend TSP and Park District Trails Master Plan
  - ✓ Regional Transit Master Plan
  - ✓ TRIP 97 planning process
  - ✓ ODOT Seismic/Lifelines routes
- Updated financial analysis to include revised revenue forecasts from ODOT and the city of Bend
- Update the project lists (financially constrained and illustrative)
- Update other MTP chapters as necessary (to be determined in consultation with the TAC, Policy Board, ODOT, FHWA, and FTA)
- Incorporate findings from local safety analysis work completed to date
- Refine performance measures to align with new federal policy
- Climate change strategic assessment (ODOT & DLCD to fund and provide some staff support)
- Review and update, as necessary, the freight component of the plan
- Parking plan (TPR issue)

- Functional classification review (tie to ODOT process)
- Work with the city of Bend to address the TPR VMT reduction requirement
- Complete a Climate Change Strategic Assessment (see Subtask C below) of the base year and future MTP scenarios
- An additional optional task may include an assessment of alternate mobility standards for the state and local systems

Work on the MTP update was initiated in the 3<sup>rd</sup> quarter of FY 2012-13. Detailed scopes of work will be developed for each major subtask. Development of the scopes of work will be closely coordinated with the city of Bend, Deschutes County, ODOT Region 4, ODOT TPAU, FHWA, and FTA.

*Budget:* \$ 132,122

Percent of Task Budget: 86.9%

*Deliverables:*

- Updated MTP horizon year (2040)
- Updated future deficiencies analysis
- Updated financial analysis
- Updated project lists (financially constrained and illustrative)
- Parking Chapter
- Various updated chapters (e.g. transit, bicycle, pedestrian, safety)
- Transportation system performance measures

*Timeframe:*

- Updated future deficiencies analysis – 2<sup>nd</sup>/3<sup>rd</sup> quarters
- Updated financial analysis – 2<sup>nd</sup>/3<sup>rd</sup> quarters
- Updated project lists – 3<sup>rd</sup>/4<sup>th</sup> quarters
- Parking Chapter – 1<sup>st</sup> quarter
- Transportation system performance measures – 3<sup>rd</sup>/4<sup>th</sup> quarters
- Draft plan – 3<sup>rd</sup> quarter
- Final plan – 4<sup>th</sup> quarter

*Agencies Involved:* FHWA, FTA, ODOT, Cascades East Transit, City of Bend and Deschutes County

**Subtask B. TRIP 97:** Agencies participating in the TRIP 97 planning effort include the Bend MPO, ODOT, the cities of La Pine, Bend, Redmond, and Madras, and Deschutes and Jefferson counties. Phase 1 of the Trip 97 project will result in the following four key deliverables:

1. Corridor Performance Measures & Evaluation Approach;
2. List of Corridor Improvements and Strategies;
3. Funding Plan, which will be linked directly to the list of improvements and strategies; and
4. Governance options, which will be designed to implement and achieve the corridor vision.

Work on Phase 1 of the project was initiated in the 3<sup>rd</sup> quarter of FY2011-12 and will conclude in the 4<sup>th</sup> quarter of FY2012-13. It is anticipated additional funding will be secured for Phase 2. Work on Phase 2 would likely begin in the 1<sup>st</sup> or 2<sup>nd</sup> quarter of FY2013-14 and extend to the end of the fiscal year. Depending on the scope and funding of that work, the UPWP may need to be updated.

*Budget:* \$ 12,367  
Percent of Task Budget: 8.1%

*Deliverables:* Participation in project management team, Steering Team, and Stakeholder committee meetings  
Providing written comment on draft work items  
Project administration  
Outreach and information to the BMPO committees and the public

*Timeframe:* 2<sup>nd</sup> – 4<sup>th</sup> quarters

*Agencies Involved:* ODOT, City of Bend and Deschutes County

**Subtask C. Climate Change:** The 2010 Oregon Legislature passed Senate Bill 1059, a statewide, comprehensive bill aimed at reducing greenhouse gas (GHG) emissions from transportation. SB 1059 names the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development as the lead agencies in implementing its requirements. Over the past two years, ODOT and DLCD, working with four committees, completed the following tasks:

- Developed a state-level strategy to reduce greenhouse gases from transportation.
- Developed a toolkit to assist local governments and MPOs in reducing greenhouse gases from transportation.
- Developed guidelines for scenario planning, and provide information to LCDC to set transportation-related greenhouse gas reduction targets for areas served by metropolitan planning organizations.
- Conducted outreach and education to the public.
- Worked with local governments within areas served by an MPO to consider what actions they might take, transportation-wise, to reduce greenhouse gases in the short-term.

In FY 2013-14, staff will continue tracking any additional work on these tasks and provide feedback as necessary.

ODOT and DLCD staff have indicated they will fund a strategic assessment of existing plans to evaluate current and future greenhouse gas emission levels. It is anticipated the strategic assessment will be conducted as part of the MTP update (Subtask A above). Staff will also continue working with ODOT and DLCD staff to determine when, or if, the outcomes of the larger state climate change planning efforts will be incorporated into local planning processes.

*Budget:* \$ 7,582  
Percent of Task Budget: 5%

*Deliverables:* Participation in committee meetings (if applicable)  
Outreach and information to the BMPO committees and the public

*Timeframe:* Ongoing: July - June

*Agencies Involved:* ODOT and City of Bend

**Task 3 Estimated Timeline**

<b>Subtask Letter/Title</b>	<b>Early FY13</b>	<b>Late FY13</b>	<b>Early FY14</b>	<b>Late FY14</b>
A MTP Update				
B TRIP 97				
C Climate Change				

## TASK 4: Travel Demand Modeling and Data Collection/Analysis

FHWA PL Funding	\$48,924
FTA Funding	3,000
STP Funding	<u>4,986</u>
<b>Total Task 4</b>	<b>\$56,910</b>
Percent of Total Budget	10%

**Description:** The primary focus of this task is maintenance of the travel demand model. Work in fiscal year 2013-14 will include joining the Bend MPO and Redmond travel demand models, updating the model for use with the new MTP (e.g. extending the travel model forecast year), model support for various studies and projects underway within the study area.

Updating the model for use with the new MTP will require significant effort from both the BMPO and TPAU, including revised and extended land use forecasts and updated zones and networks. BMPO staff will work with ODOT Region 4, ODOT TPAU, FHWA, FTA, and local agencies to determine how to best proceed.

Household travel survey data is an important component of the model. The data now being used in Oregon travel models is more than 15 years old. ODOT, the Oregon Model Steering Committee (OMSC), and the state's MPOs collected new household survey data throughout Oregon. The Bend MPO household travel survey was collected in spring 2011. Staff time will be dedicated to presenting the data to MPO committees and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT TPAU to determine how to utilize the new data in the travel demand model.

This work task also includes collection and analysis of data in support of specific transportation planning studies that the MPO may undertake, including the update of the MTP.

**Subtask A. Transportation Model – Data Updates & MTP Support:** To support an update to the MTP, several revisions and updates to the model will be needed, including:

- To ensure consistency with federal planning requirements, the model horizon year will be extended. MPO staff will coordinate with FHWA, ODOT staff and local agency staff to determine the best horizon year.
- The Bend MPO and Redmond travel models will be joined to better evaluate the travel interactions between the two largest communities in Central Oregon
- The land use data, zone structure, and network structure will be reviewed and updated as necessary
- New data will be collected as necessary
- The MTP will be updated to comply with federal planning regulations and to ensure consistency with the Oregon Transportation Planning Rule. The model may be used to help develop alternative performance measures. The model will also be used to assess and prioritize future needs.
- A potential assessment of alternative mobility standards on the state and local roadway systems.

The BMPO will continue to contract with ODOT TPAU for modeling support services.

*Budget:* \$ 20,354  
Percent of Task Budget: 35.8%

*Deliverables:* Extended model forecast year (including the associated changes to the model files – zone structure, network, and land use inputs); Single travel demand model for Bend MPO area and Redmond; Model runs and output data to support the MTP update, TPR analysis and assessment of alternative mobility standards

*Timeframe:* Extended model forecast year: 2<sup>nd</sup> quarter  
MTP and TPR related modeling: 2<sup>nd</sup> - 4<sup>th</sup> quarters  
Alternate mobility standards related modeling (if time allows): 4<sup>th</sup> quarter

*Agencies Involved:* FHWA, FTA, ODOT, Central Oregon Intergovernmental Council/Cascades East Transit, City of Bend and Deschutes County

**Subtask B. *Transportation Model – Local Project Support:*** Several non-MPO led projects (e.g. corridor studies, modernization projects) are typically underway in the BMPO study area. To varying degrees, these projects all make use of the travel demand model. The travel demand model will be used to assess scenarios reflecting land use and transportation alternatives. Post-modeling analysis will enable development of recommendations for these projects. The BMPO will to work with ODOT TPAU and local agency staff to determine who will provide these services and how they will be funded.

*Budget:* \$ 4,406  
Percent of Task Budget: 7.7%

*Deliverables:* Project agreements for model support.  
Model data for specific projects and planning efforts.

*Timeframe:* Ongoing: July – June

*Agencies Involved:* ODOT and City of Bend

**Subtask C. *Oregon Modeling Steering Committee:*** The Oregon Modeling Steering Committee (OMSC) was formed to provide direction and oversight to the Oregon Modeling Improvement Program (OMIP). The OMSC works to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in the state of Oregon. It also works to serve as a consensus forum and support group to coordinate the land use-transportation modeling efforts of federal, state, regional and local agencies. The Bend MPO is a member of this group and some of its sub-groups.

*Budget:* \$ 5,293  
Percent of Task Budget: 9.3%

*Deliverables:* Participation in the Oregon Model Steering Committee and its applicable sub-groups and associated meetings.

*Timeframe:* Ongoing: July – June

*Agencies Involved:* FHWA and ODOT

**Subtask D. *Statewide Household Survey:*** The travel demand model must be maintained as new information and data becomes available. Household (HH) travel survey data is an important component of the model. The data now being used in Oregon travel models dates to the mid-1990's. New surveys were conducted over the past few years. The Bend MPO household

travel survey was collected in March-May 2011. Cleaning and organizing the household travel data occurred in FY 2012-13. The final report was delivered in the 4<sup>th</sup> quarter of FY 2012-13. Staff time will be dedicated to presenting the data to MPO committees, and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT to determine how to utilize the new data in the travel demand model.

*Budget:* \$ 7,052  
*Percent of Task Budget:* 12.4%

*Deliverables:* Participation in HH survey related meetings  
Coordination with ODOT and the consultant team  
Presentation of data summary to MPO committees and other interested parties  
Draft work plan for incorporating the new data into the travel model

*Timeframe:* Throughout fiscal year 2013-14

*Agencies Involved:* ODOT

#### **Subtask E. Data Collection/Analysis**

This subtask includes several work items related to data collection and analysis. Each work item is discussed separately.

*Budget:* \$ 19,806  
*Percent of Task Budget:* 34.8%

Safety Program: In FY2012-13, MPO and city of Bend staff reviewed and organized crash data, developed an on-going program to collect, manage and analyze crash data, and developed short-term and mid-term priorities for safety funding (policies, projects, and programs). In FY2013-14, MPO staff will continue to provide data support and assistance with development of crash reports.

*Deliverables:* Maintained and updated crash database and Safety Program Reports

*Timeframe:* Ongoing: July – June

*Agencies Involved:* FHWA, ODOT, City of Bend and Deschutes County

Transportation Data Management Program: Over the past two years, MPO and city of Bend staff have worked to develop a program to assist with the on-going collection, management and analysis of vehicle and multi-modal volume and crash data. MPO staff will continue providing support by collecting and sorting/organizing available transportation data, reviewing available data management systems, and providing limited GIS mapping support. In FY2013-14, MPO staff will work with City staff to develop and implement data management tools, collect and organize data, and develop a data collection program (e.g. locations, timeframes).

*Deliverables:* Functioning data management tools, maintained and updated database, and a data collection program (e.g. locations, timeframes).

*Timeframe:* Ongoing: July – June

*Agencies Involved:* ODOT and City of Bend



Sidewalk Inventory: In a prior fiscal year, the MPO initiated work on a regional arterial and collector sidewalk inventory update. The inventory is being developed using GIS. The MPO worked with several groups to identify data that should be included in the inventory. Work on this project will continue into FY2013-14. Upon completion of the inventory, staff will work with member agencies to prioritize the missing segments. The intent is to better position the region for grant funding opportunities and better utilize available, but limited, local funds.

*Deliverables*: Completed sidewalk inventory  
Completed sidewalk prioritization process

*Timeframe*: Ongoing: June – July

*Agencies Involved*: ODOT and City of Bend

**Task 4 Estimated Timeline**

<b>Subtask Letter/Title</b>		<b>Early FY13</b>	<b>Late FY13</b>	<b>Early FY14</b>	<b>Late FY14</b>
A	Travel Model Updates				
B	Travel Model – Local Support				
C	OMSC				
D	Household Travel Survey				
E	Data Collection & Analysis				

## Budget Summary

A summary of the FY2013-14 budget is shown on the following tables and graph.

Fiscal Year 2013/14 Budget Summary <sup>1</sup>			
			Appropriations
<b>Beg. Working Capital</b>	\$ 90,000		
<b>FHWA PL<sub>2</sub></b>		<b>By Budget Category:</b>	
Prior Year Authorizations:		Personnel Services	\$ 236,894
Federal Share		Materials & Services	95,630
State Match		Interest Expense	1,000
Current Year Authorizations:		Inter-Agency Charges	70,465
Federal Share	150,710	Loan Repayment	90,000
State Match	17,249	Contingency	90,000
			<b>\$ 583,989</b>
<b>FTA Section 5303</b>		<b>By Task:</b>	
Prior Year Authorization		Task 1: Dev. & Program Management	\$ 327,602
Current Year Authorization	55,730	Task 2: Short Range Planning	47,407
<b>Other Sources-STP Funding</b>	165,000	Task 3: Long Range Planning	152,070
<b>Other Sources-OMPOC/MISC</b>	2,300	Task 4: Regional Travel Demand Modeling	56,910
<b>Total Grant Funding</b>	<b>480,989</b>		<b>\$ 583,989</b>
City of Bend Loan	90,000		
In-kind Local Match <sub>2</sub>	13,000		
<b>Total Budgeted Resources</b>	<b>\$ 583,989</b>	<b>Total Budgeted Appropriations</b>	<b>\$ 583,989</b>

<sup>1</sup> The FHWA PL funds require a 10.27% local match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds.

<sup>2</sup> Local match for the FTA funds can be provided as hard match or through "in-kind" services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff, see line 9 Transfer from Transportation Engineering for in-kind match estimate in the Line Item Budget on page 11 of the 2013-14 BMPO Budget document located at [www.bendoregon.gov/mpobudget](http://www.bendoregon.gov/mpobudget)

As shown in the above table, the 2013-14 budget includes both prior year and current funding authorizations. The 2013-14 work program includes significant work tasks and assumes full expenditure of prior year authorizations with STP funds to complete necessary portions of the MTP update as required by FHWA and FTA guidelines. Future budgets may include only the funds available through current year authorizations (PL and FTA Funds), which will be approximately \$223,000 in fiscal year 2014-2015. Decreasing or stagnant authorizations coupled with rising operating/personnel costs will continue to challenge the Bend MPO.

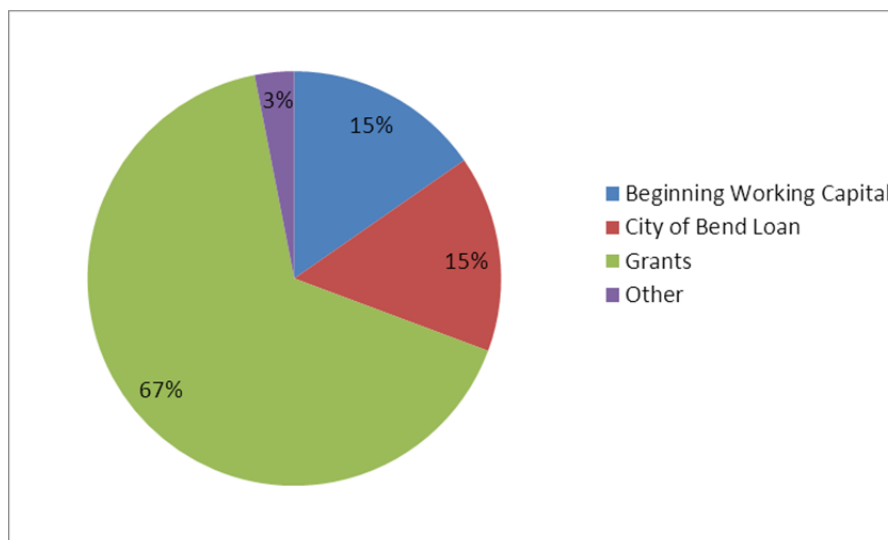
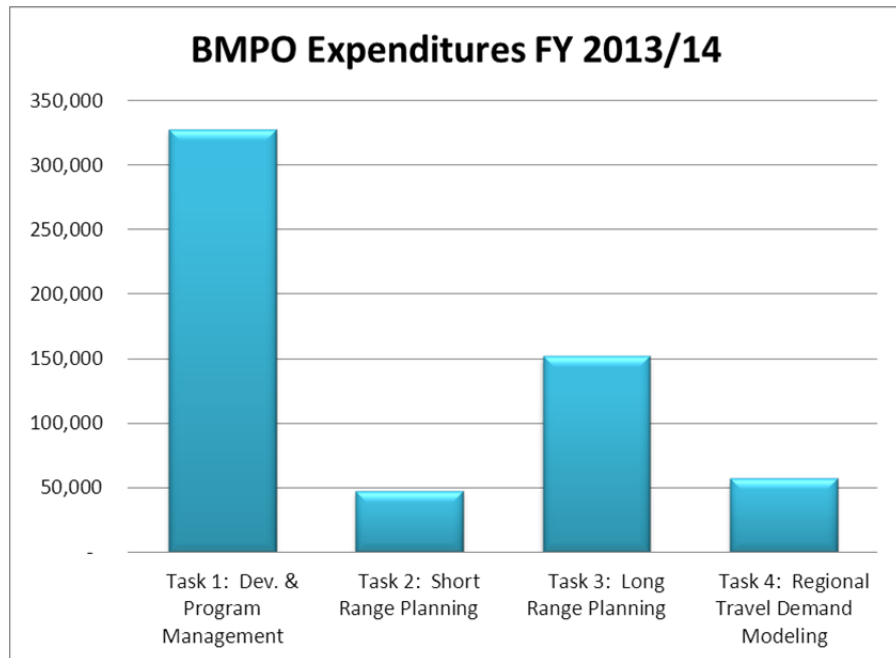
## Budget Changes from the Previous Year

The funding allocated from the federal Surface Transportation Program (STP) will ensure consistency with federal planning requirements. This funding source has not been utilized in previous years for planning purposes.

## Financial Policies

The Bend MPO does not have formal financial policies. Instead, the federal framework on handling and distributing funding effectively functions as the financial policies for the MPO. This framework is detailed under Title 23 (Highways) and Title 49 (Transit) of the Code of Federal Regulations.

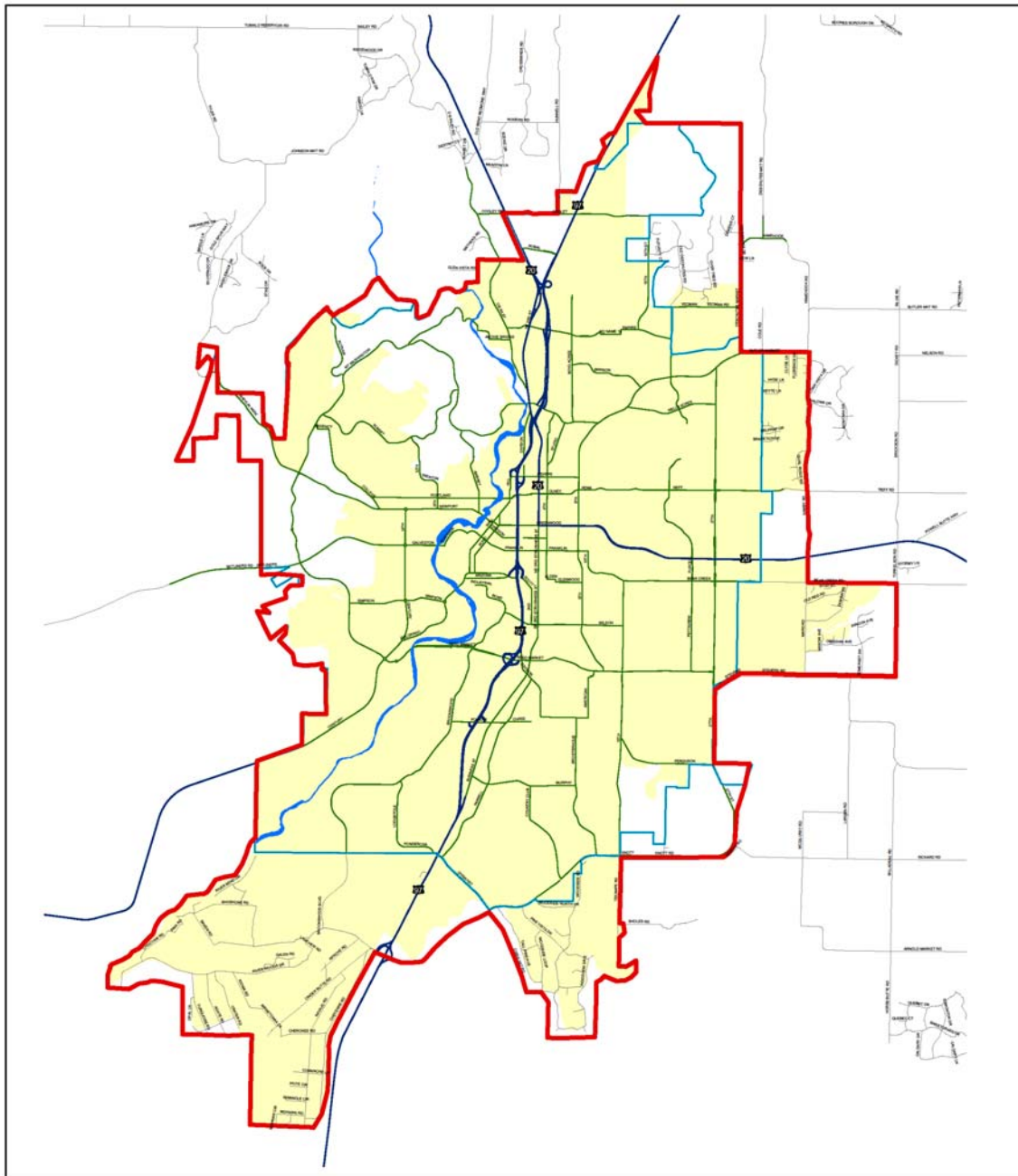
Parts 450 and 500 of 23 CFR and Part 613 of 49 CFR detail the requirements for metropolitan transportation planning and programming process.



## BMPO Line Item Budget for Fiscal Year 2013-14

Bend Metropolitan Planning Organization Line Item Budget for Fiscal Year 2013/14									
Line No.	Account Description	FY 2010/11 Actuals	FY11/12 Actuals	FY12/13			FY 2013/14		
				Budget	Actuals @ 3/31/13	Projected	Proposed	Approved	Adopted
<b>Resources:</b>									
1	Beginning Working Capital	50,000	135,000	90,000	45,000	45,000	90,000	90,000	90,000
2	Federal Passthrough PL/STP	276,577	258,484	214,473	164,394	287,550	371,440	371,440	371,440
3	ODOT Safety Grant	-	-	150,000	9,733	9,733	-	-	-
4	State Match for MPO's	25,992	23,426	19,059	12,862	21,474	17,249	17,249	17,249
5	Other Intergovernmental Revenues	549	30,240	-	-	-	-	-	-
6	Grant Revenue SafetyOMPOC Meeting Registration	-	-	-	4,519	4,500	2,000	2,000	2,000
7	Other Miscellaneous	9,529	411	-	376	400	300	300	300
8	Transfer from In-Kind Match Trans Eng	10,630	13,445	13,023	-	13,023	13,000	13,000	13,000
9	Loan from General Fund	135,000	45,000	90,000	-	90,000	90,000	90,000	90,000
10	Local Funding for Trip97	-	70,000	-	-	-	-	-	-
11	<b>Total Resources</b>	<b>508,277</b>	<b>576,006</b>	<b>576,555</b>	<b>236,884</b>	<b>471,680</b>	<b>583,989</b>	<b>583,989</b>	<b>583,989</b>
<b>Requirements:</b>									
12	Regular Salaries	144,202	145,754	147,660	116,479	147,700	150,549	150,549	150,549
13	FICA	10,688	10,635	11,150	8,527	10,600	11,284	11,284	11,284
14	Unemployment	1,154	2,394	2,363	1,729	2,300	753	753	753
15	PERS & OPSRP	15,127	19,985	20,185	15,923	20,200	25,277	25,277	25,277
16	Disability Insurance	541	546	554	320	400	422	422	422
17	Health Insurance	33,963	4,875	-	-	-	-	-	-
18	Life Insurance	186	181	186	169	200	234	234	234
19	Workers Compensation Ins	281	278	299	225	300	345	345	345
20	PERS Debt Service	5,047	5,101	5,168	4,077	4,900	4,516	4,516	4,516
21	Section 125 Benefits	60	213	180	180	200	240	240	240
22	OPEB Funding	-	4,499	4,356	3,384	4,500	4,044	4,044	4,044
23	High Deduct-Premium	-	19,359	24,943	19,332	24,400	25,777	25,777	25,777
24	High Deduct-Deductible	-	6,643	8,000	6,000	8,000	8,000	8,000	8,000
25	High Deduct-Coinsurance	-	-	2,500	-	2,500	2,500	2,500	2,500
26	Premium Dental Insurance	-	2,066	2,612	2,126	2,600	2,953	2,953	2,953
27									
28	Personnel Services	211,249	222,529	230,156	178,471	228,800	236,894	236,894	236,894
29									
30	Mileage Reimbursement	758	333	500	464	450	350	350	350
31	Meals & Lodging	1,404	1,008	500	312	750	1,050	1,050	1,050
32	Conferences & Seminars	3,776	1,115	1,050	205	500	1,500	1,500	1,500
33	Dues & Subscriptions	671	878	900	1,025	1,025	1,000	1,000	1,000
34	Printing & Copies	112	46	50	-	25	100	100	100
35	Advertising	5,384	-	-	1,716	1,716	2,000	2,000	2,000
36	Copier	747	1,819	1,100	780	500	500	500	500
37	Audit/Accounting Services	8,450	8,890	9,000	9,262	9,262	9,500	9,500	9,500
38	Outside Legal Services	1,061	1,175	1,100	621	950	1,500	1,500	1,500
39	Consultants	36,099	102,538	97,399	10,338	24,200	75,580	75,580	75,580
40	External Meeting Expense	-	27	150	307	388	2,300	2,300	2,300
41	Telephone-Long Distance	12	-	-	-	50	50	50	50
42	Postage	139	163	150	46	65	100	100	100
43	Office Supplies	176	-	-	40	60	100	100	100
44	Equipment < \$5,000	-	-	-	-	466	-	-	-
45									
46	Material and Services	58,789	117,992	111,899	25,116	40,407	95,630	95,630	95,630
47									
48	Interest on General Fund Loan	761	870	1,000	393	1,000	1,000	1,000	1,000
49									
50	Interest	761	870	1,000	393	1,000	1,000	1,000	1,000
51									
52	Transfer-Risk & Training	-	700	700	525	700	800	800	800
53	Transfer-Information Tech	8,100	9,400	9,800	7,350	9,800	10,500	10,500	10,500
54	Transfer-Facility Management	5,500	6,000	9,800	7,350	9,800	10,500	10,500	10,500
55	Transfer-Admin & HR	4,200	3,500	4,900	3,675	4,900	5,200	5,200	5,200
56	Transfer-Finance	6,300	5,800	4,200	3,150	4,200	3,700	3,700	3,700
57	Transfer - Purchasing	-	-	-	-	-	900	900	900
58	Transfer-Insurance Fund	1,000	900	500	432	500	600	600	600
59	Allocation-Engineering Admin	-	-	-	-	-	4,500	4,500	4,500
60	Allocation-PW Admin	16,500	13,000	9,400	7,050	9,400	-	-	-
61									
62	Dept Overhead	41,600	39,300	39,300	29,532	39,300	36,700	36,700	36,700
63									
64	Loan Repayment-Gen Fund	50,000	135,000	90,000	45,000	45,000	90,000	90,000	90,000
65									
66	Loan Repayment	50,000	135,000	90,000	45,000	45,000	90,000	90,000	90,000
67									
68	Transfer-ODOT Safety Grant Police	-	-	-	5,194	5,200	-	-	-
69	Transfer-Planning MTP Update	-	-	-	-	6,000	17,122	17,122	17,122
70	Transfer-Information Tech + GIS/MTP	252	1,871	2,200	273	2,973	3,643	3,643	3,643
71	Transfer-Internal Engineer Match	10,630	13,445	12,000	9,000	13,000	13,000	13,000	13,000
72									
73	<b>Total Operating Transfers</b>	<b>10,882</b>	<b>15,316</b>	<b>14,200</b>	<b>14,467</b>	<b>27,173</b>	<b>33,765</b>	<b>33,765</b>	<b>33,765</b>
74									
75	Contingencies	-	-	90,000	-	-	90,000	90,000	90,000
76									
77	<b>Total Contingencies</b>	<b>-</b>	<b>-</b>	<b>90,000</b>	<b>-</b>	<b>-</b>	<b>90,000</b>	<b>90,000</b>	<b>90,000</b>
78									
79	<b>Total Requirements</b>	<b>373,281</b>	<b>531,007</b>	<b>576,555</b>	<b>292,979</b>	<b>381,680</b>	<b>583,989</b>	<b>583,989</b>	<b>583,989</b>
80									
81	Ending Working Capital	134,996	44,999	-	(56,095)	90,000	-	-	-

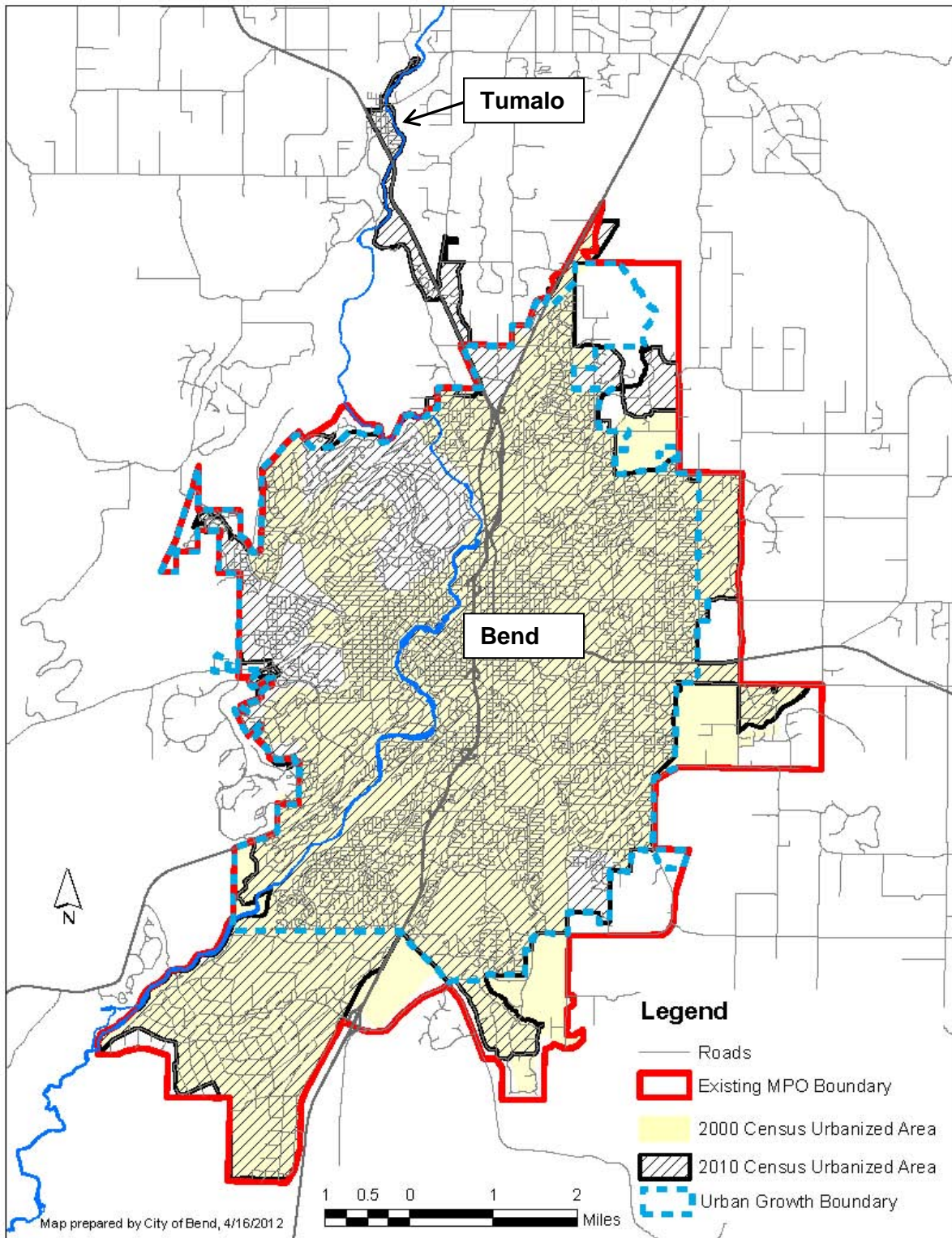
**FIGURE 1 – BMPO Study Area Map**



**Bend Metropolitan Planning Organization Boundary**

<ul style="list-style-type: none"> <li><span style="color: red;">—</span> MPO Boundary</li> <li><span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span> Bend UGB</li> <li><span style="color: blue;">—</span> State Highways</li> <li><span style="color: green;">—</span> Arterial/Collector Streets</li> <li><span style="color: lightgreen;">—</span> County Roads</li> <li><span style="background-color: yellow; display: inline-block; width: 10px; height: 10px;"></span> Urbanized Area</li> <li><span style="color: lightblue;">—</span> Deschutes River</li> </ul>	 Not To Scale		<p><small>DISCLAIMER: Urbanized area information was obtained from the U.S. Census Bureau. All other information on this map was derived from digital databases on Deschutes County's GIS. Care was taken in the creation of this map, but is provided "as is".</small></p> <p><small>Prepared by City of Bend GIS/Engineering Department 1-03-06 v.8.1-01-MPO-0216</small></p>
--	---	---	---

**FIGURE 2 – Revised BMPO Urbanized Area Map**





## **APPENDIX A: Summary of Deliverables & Products from the 2013 – 2014 UPWP**

### **Task 1.0 Program Management**

- Approved & executed contracts
- Updated & finalized agreements
- Monthly invoices & Monthly reports
- Quarterly reports & identified priorities for each quarter
- Annual audit and financial report
- Meeting materials for the BMPO committees (Policy Board, TAC, and CAC)
- Regular monitoring of service and materials expenditures
- Regularly updated MPO website
- Maintained and update Title VI/EJ Plan and Complaint Procedure
- BMPO responses to state and federal legislative proposals/initiatives
- BMPO responses to State planning rule changes
- Implementation of public involvement strategies
- Completed information requests from the public, governmental agencies and jurisdictions
- Organized hard copy files
- Organized computer files
- UPWP document
- Self-certification statement
- Functioning advisory committees
- Attendance at appropriate seminars & training sessions
- Attendance and participation in Oregon MPO Consortium meetings
- Attendance and participation in Oregon MPO/Transit District quarterly meetings

### **Task 2.0 Short Range Planning**

- 2012-2015 MTIP adjustments and amendments as needed
- Attendance and participation in STIP/MTIP committee meetings
- Annual Listing of Obligated Projects
- Coordination on STP funding issues & programmed STP projects
- Land Use Reviews
- Road Users Safety Task Force – staffing support and materials support
- ITS Plan maintenance and updates as necessary
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtask G)

### **Task 3.0 Long Range Planning**

- Updated Metropolitan Transportation Plan (MTP) to comply with federal regulations and the Oregon Transportation Planning Rule, including performance measures
- Potential alternative mobility standards for state/federal highways in Bend
- Participation and tracking Oregon's climate change planning efforts, including completion of a strategic assessment as part of the MTP update
- TRIP 97 planning process, including mobility standards, performance measures, list of ranked projects, list of funding measures, and governance structure for future corridor work

### **Task 4.0 Travel Demand Modeling & Data Collection/Analysis**

- Updated travel demand model to reflect the updated MTP
- Project analyses using travel demand model in support of local projects

- Participation in Oregon Modeling Steering Committee (and its subcommittees)
- Transportation Data Management Program
- Safety Program
- Sidewalk inventory & sidewalk prioritization process



## **APPENDIX B: List of Transportation Planning Acronyms**

**ACT: Area Commission on Transportation**

Regional entities responsible for coordinating transportation planning and projects in multi-county areas; MPOs are required by ODOT to establish a relationship with their local ACTs and to coordinate with the ACTs in the prioritization of projects for submission to the STIP.

**CAC: Citizens Advisory Committee**

**COACT: Central Oregon Area Commission on Transportation**

**EMME/2 or EMME/3**

EMME/2 (now EMME/3) travel demand model forecasting software is the computer program used by most jurisdictions in the state of Oregon.

**FHWA: Federal Highway Administration**

**FTA: Federal Transit Administration**

**IGA: Intergovernmental Agreement**

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

**ODOT: Oregon Department of Transportation**

**ITS: Intelligent Transportation Systems**

Advanced technologies designed to improve the safety and efficiency of transportation facilities or services. Examples include coordinated traffic signals and adaptive traffic signal systems.

**MAP-21**

Moving Ahead for Progress in the 21st Century Act (MAP-021) is the federal transportation act that is currently in effect.

**MPO: Metropolitan Planning Organization**

When cities reach a population of 50,000 and also meet other population density requirements, MPOs are designated for those areas by the governor of the state. The Bend Metropolitan Planning Organization (**BMPO**) represents a geographic area slightly larger than the city of Bend.

**MTP: Metropolitan Transportation Plan**

The 20-year transportation plan for defining transportation improvement strategies and policies for the MPO area. The MTP must be coordinated with State, County and City jurisdictions.

**OTC: Oregon Transportation Commission**

The Board of Directors for the Oregon Department of Transportation (ODOT).

**PL: FHWA Metropolitan Planning Funds**

Comprise the majority of MPO funding.

**SAFETEA-LU**

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

(SAFETEA-LU) is the federal transportation act that was in effect from 2005 through 2012.

**SOV: Single Occupancy Vehicle**

**STIP: Statewide Transportation Improvement Program**

The statewide transportation improvement program (STIP) is a federally-required document that identifies all federally funded projects in the state. The STIP is a staged, multiyear, statewide, intermodal program of transportation projects which is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs and processes. Projects must be included in the STIP before applicants can use the federal funds awarded to their projects. In order for an MPO project to be included in the STIP, it must first be included in a metropolitan transportation plan and the TIP.

**STP: Surface Transportation Program**

One of the major federal funding programs. Funding may be used for planning, roadway construction, transit capital projects, carpool projects, etc.

**TAC: Technical Advisory Committee**

**TAZ: Transportation Analysis Zones**

Transportation analysis zones are geographic sub zones designated within the EMME/2 transportation model where unique attributes of each zone are defined that typically depict population and employment characteristics (i.e., the person trip „productions“ and „attractions“).

**TIP: Transportation Improvement Program**

A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the next one-to-three-year period. In order to be included in the TIP, a project must first be identified in the MTP.

**TPR: Transportation Planning Rule**

The Administrative Rule that was enacted to implement Statewide Planning Goal 12 (Oregon’s statewide transportation planning goal). This rule requires that all cities, counties and MPOs develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an MTP and all local jurisdictions within a MPO are required to prepare TSPs that are consistent with the MTP.

**TPAU: Transportation Planning and Analysis Unit**

TPAU is a division within ODOT that provides statewide transportation modeling services and technical assistance to jurisdictions throughout the state.

**TSP: Transportation System Plan**

A 20-year plan for transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

**UPWP: Unified Planning Work Program**

A federally required annual report describing the MPO’s transportation work program and budget, and detailing the various local, state and federal funding sources that will be used.

**VMT: Vehicle Miles Traveled**

MPOs and local jurisdictions are required by state mandates to reduce VMT per capita in their long-range transportation plans.

**5303 Federal Transit Administration (FTA) Metropolitan Planning funds**

Federal funding program used for MPO planning.

**5339 FTA Formula Capital Program**

Federal funding program for transit capital improvements (e.g. bus purchases).

**5307 FTA Formula Grant Program**

Federal funding program. Funding is available on the basis of a statutory formula to all urbanized areas in the country. The funding can be used for capital projects and operating assistance.

**5310 FTA Competitive Grant Program**

Federal funding program. Funding for transportation services for the elderly and persons with disabilities. Funds can continue to be used for capital costs or for capital costs of contracting for services.

## **APPENDIX C: Central Oregon TDM Program Overview**

A local non-profit agency contracts with several entities to coordinate transportation demand management activities in central Oregon and throughout ODOT Region 4. The contractor promotes options other than driving alone for all trips. Their efforts include outreach to business owners, employees, school age children and churches to encourage walking, bicycling, carpooling, teleworking and riding the bus.

ODOT, the City of Bend and Deschutes County are the largest funding sources (through contract arrangements) for the contractor. A summary of the services provided to these entities is listed below.

### **City of Bend**

The City of Bend implemented a Transportation Demand Management (TDM) Program approximately 13 years ago. The specific goals and objectives of the City's TDM Program were developed based on the directives outlined in the Bend TSP. The Program consists of three components: an Employee Program, Policy Directions, and Strategic Planning.

Under contract with the City of Bend, a local non-profit agency implements the Program for a period of three years. The current agreement extends through 2013.

The Program is focused on long-term program development and outreach and partnership-building to engage various community interests in TDM. The contractor's responsibilities under the contract include the following:

- Identify and establish relationships with other community groups, committees, and organizations that can contribute to the implementation of the City of Bend's TDM goals.
- Provide information, assistance and support to Bend employers in developing and implementing TDM programs to serve their employees.
- Assist with corporate outreach during Commute Options Week.
- Work with the Bend-La Pine Schools to develop and implement a TDM program to encourage staff and students to bicycle, walk, carpool and ride the bus to school.
- Work with the Bend Downtown Business Association and the Bend Chamber of Commerce to encourage businesses to adopt TDM programs and measures for their employees, and to assist them with the implementation of such measures.
- Work with the City of Bend Downtown Manager and Bend Area Transit to promote alternative modes of transportation.
- Develop TDM promotional and informational materials for inclusion in the City's quarterly newsletter and the City web site.
- Work with the Deschutes County Bicycle/Pedestrian Committee to educate the general public about the rights and responsibilities of bicyclists on City streets.
- Prepare and submit to the City quarterly reports that demonstrate progress toward meeting the identified measurable outcomes.

### **ODOT**

A local non-profit provides and promotes ODOT's Central Oregon Transportation Demand Management (TDM) Program to educate the public about the need to drive less, and help them find travel options to the single-occupancy vehicle. The TDM Program aims to provide positive benefits in terms of economic development and efficiency as well as the environment, land use and safety concerns by reducing Vehicles Miles Traveled (VMT) and Single Occupant Vehicle (SOV) trips.

The contractor is charged with researching, recommending and implementing methods to reduce traffic congestion and methods to expand and enhance public transportation. The contractor promotes, advocates, participates in and develops TDM activities, such as, but not limited to – telecommuting, rideshare, vanpools, bike/pedestrian facilities, walking, and flex schedules. The contractor provides TDM information to businesses within the communities. The goal is to get businesses to provide information and incentives to employees to use an alternate mode of transportation. The Central Oregon TDM Program covers Deschutes, Crook and Jefferson counties. The program was expanded in FY 2010-11 to include outreach to the areas covered by the Lower John Day Area Commission on Transportation and the South Central Oregon Area Commission on Transportation. The contractor also facilitates the multi-state Rideshare Online program in Deschutes, Jefferson and Crook counties.

Services provided by the contractor include but are not limited to the following tasks:

- Access and expand Agency's Rideshare Online program throughout Central Oregon.
- Maintain Agency's existing toll-free telephone line with answering service provided for hours from 7:00 a.m. to 8:00 p.m.
- Provide information to the general public, employers and their employees on all TDM activities, including but not limited to ridesharing and park & ride facilities, and facilitate participation in the Rideshare matching service. Formats for providing the information include print, website, broadcast media, and individual contacts.
- Act as technical resource for businesses and other agencies regarding bicycle parking and promote installation of bicycle racks, including identification of funding sources.
- Monitor activities before local government that may have an effect on land use and transportation and provide comments to the local government(s) as it relates to the Central Oregon TDM Program. Provide assistance and comments on relevant proposed local plan amendments, zone changes, subdivisions, and site plans.
- Participate on the Bend MPO Technical Advisory Committee (TAC)
- Participate in studies by other agencies and various planning groups around the Central Oregon region relating to public transportation
- Participate on the Central Oregon Area Commission on Transportation (COACT)
- Participate on the Deschutes County Bicycle and Pedestrian Advisory Committee
- Promote and educate employers in Central Oregon regarding all TDM activities.
- Continue developing new park and ride facilities within existing parking lots and maintaining existing lots. Market the use of park and ride facilities
- Identify funding sources for use by local governments, private non-profits, and private employers in implementing rideshare and TDM programs.
- Participate in the organization and operation of a weeklong Alternative Transportation promotional event.
- Participate in and attend relevant community events advocating Rideshare/TDM activities that reduce VMT and SOV trips.
- Marketing Activities
- Manage and update, as needed the commute options website regarding the Rideshare/TDM program, activities and options available to the public.
- Prepare monthly and quarterly performance evaluation/assessment reports to the Agency Contract Administrator throughout life of contract.

## **APPENDIX D: ODOT Region 4, Deschutes County, and City of Bend Transportation Planning Program Overview**

ODOT Region 4, Deschutes County, and the City of Bend will be undertaking several planning and development projects in the BMPO area in the 2013-14 fiscal year. Each project is described below.

### **1) US97 Bend North Corridor Project: Phase 1**

Project Lead: ODOT Region 4

Project Timeline: Draft EIS Summer 2011, Spring 2013, Record of Decision Summer 2014

Phase 1 Budget: \$13,484,000 (includes almost \$6 million for right-of-way and utilities work)

ODOT Region 4 is developing an Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) for a 5-mile section of US 97 in north Bend from the Deschutes Market Road/Tumalo Junction interchange to the Empire Avenue interchange. The purpose of the EIS is to analyze and evaluate a range of alternatives to address traffic flow, congestion, and safety on this segment of the highway. The EIS will evaluate a range of reasonable alternatives and disclose the potential impacts of those alternatives on the natural, social, and economic environment.

### **2) South Parkway Interchange Area Management Plan (IAMP)**

Project Lead: ODOT Region 4

Project Timeline: to be determined

Project Budget: \$136,300

The U.S. 97: S. Parkway/Murphy Interchange Area Management Plan (IAMP) is a follow-up planning effort based on the South Parkway Refinement Plan. The South Parkway Refinement Plan recommended locations and conceptual designs for interchanges at Powers Road and at Murphy Crossing. The IAMP includes only the proposed South Bend Parkway/Murphy Interchange and does not include modifications to the Powers Road Interchange. Work was initiated on the S. Parkway/Murphy IAMP to identify transportation improvements and management strategies in the Interchange Area. The BMPO Policy Board is serving as the Steering Committee for the IAMP and will provide overall guidance for the refinement plan.

### **3) US 97/Murphy Road Overcrossing**

Project Lead: ODOT Region 4

Project Timeline: Construction is expected to begin in summer 2013

Project Budget: \$27,600,000 (\$2,700,000 for engineering, \$24,900,000 for right-of-way acquisition, utility relocations, and construction)

The US 97/Murphy Road Overcrossing Project will increase safety and reduce congestion along the Bend Parkway by removing two of the three remaining traffic signals on US 97 at the south end of Bend. The project will improve access between the Bend Parkway and the local street system. It will greatly improve connectivity along the local street network both east and west of the Bend Parkway by extending Murphy Road so that it is continuous from the west to the east end of the City.

### **4) Reed Market Road: US 97 to 27<sup>th</sup> Street**

Project Lead: City of Bend

Project Timeline: Construction is expected to begin in summer 2013

Project Budget: \$18,300,000 (\$2,745,000 for engineering, \$15,555,000 for right-of-way acquisition, utility relocations, and construction)

The Reed Market Road project will increase safety and rebuild this major arterial to urban standards. Improvements include widening the corridor to 3-lanes, adding bike lanes and pedestrian enhancements, constructing a roundabout at 15th Street, and relocating the American Lane bridge. The project is funded by a local general obligation bond.

#### **5) Skyliners Road: Bend City Limits to Tumalo Creek**

Project Lead: Deschutes County

Project Timeline: Construction is expected to begin in summer 2014

Project Budget: \$11,125,000 (\$1,135,000 for engineering, \$9,790,000 for construction)

The Skyliners Road project will increase safety and rebuild this rural arterial to modern standards. The entire roadway will be completely rebuilt and widened to include bike lanes. This corridor is a major bicycling route and a major access from the MPO area to recreational activities in the Deschutes National Forest. The project is funded by a Federal Lands grant.

#### **6) City of Bend Urban Growth Boundary (UGB) Expansion**

Project Lead: City of Bend

Project Timeline: The City of Bend expanded its urban growth boundary (UGB) in December 2009. The expansion was remanded by the Land Conservation and Development Commission (LCDC). Pending the outcomes of the remand, the final UGB may not be determined until FY2016-17.

The final outcomes of this effort will have a significant impact on the BMPO Metropolitan Transportation Plan (MTP). Upon completion of this study, the MTP will be reviewed and updated to reflect the expanded UGB.

#### **7) City of Bend Transportation Data Program**

Project Lead: City of Bend

Project Timeline: Phase 1 completed June 2012. Phase 2 expected to begin spring 2013.

Project Budget: to be determined

The City of Bend is working to develop a program(s) to assist with the on-going collection, management and analysis of vehicle and multi-modal volume and crash data. Phase 2 will involve development of the database, identification of data collection locations, and data collection.

#### **8) City of Bend Safety Program**

Project Lead: City of Bend

Project Timeline: Phase 1 completed December 2012. Phase 2 expected to begin spring 2013.

Project Budget: to be determined

The City of Bend, with significant assistance from the Bend MPO, reviewed and organized crash data, developed an on-going program to collect, manage and analyze crash data, and developed short-term and mid-term priorities for safety funding (policies, projects, and programs). Phase 2 will involve additional data collection and analysis, and implementation of key short-term safety priorities.

#### **9) Central Oregon Park and Ride Study**

Project Lead: Central Oregon Intergovernmental Council (COIC)

Project Timeline: Study to be completed June 2013

Project Budget: \$95,000

COIC secured a grant through the ODOT Flexible Funds Program to develop a park-and-ride plan for ODOT Region 4. The plan will consider park and ride lots locations, sizing, prioritization and scheduling the construction of park and ride lots in coordination with transit facilities and services, as well as coordination with increased TDM measures being studied throughout Central Oregon.

#### **10) Central Oregon Regional Transit Master Plan**

Project Lead: Central Oregon Intergovernmental Council

Project Timeline: January 2012 through June 2013

Project Budget: approximately \$180,000

The Central Oregon Intergovernmental Council (COIC) received a grant from the ODOT Public Transit Division to develop a Regional Transit Master Plan for Central Oregon. The project will assess short- and medium-term system needs and also identify local funding options for the system. The project will be focused primarily on the inter-city system serving Central Oregon.

#### **11) Central Oregon Transportation Options Program**

Project Lead: Central Oregon Intergovernmental Council

Project Timeline: July 2012 through June 2013

Project Budget: \$191,000

The goal of this project is to develop a strategic plan for public transportation options in Central Oregon (including the Confederated Tribes of Warm Springs). The project will identify expected regional trips in 2030, and to develop “best practice,” cost-effective solutions that will reduce the need for costly infrastructure investments to accommodate those trips. The emphasis will be on identifying solutions that a) save local governments money, b) provide a solid platform for economic development, and c) are tailored to each community.

#### **12) Central Oregon Rail Plan Implementation**

Project Lead: ODOT Region 4

Project Timeline: to be determined

Project Budget: To be determined

ODOT completed work on a Central Oregon Rail Plan in fall 2009. ODOT began work in 2012 to develop an implementation plan for the high priority projects and programs identified in that plan. The project outcomes include: establishment of a work group to pursue identified implementation strategies; direct engagement of BNSF, regional, state, and federal stakeholders, particularly on Freight Mobility component of the Plan; and connect Economic Opportunities Analysis work from the Rail Plan with the Regional Economic Opportunities Analysis for Large Lot Industrial development.



## APPENDIX E: BMPO Self-Certification

### Resolution Number 2013-05 Bend Metropolitan Planning Organization Policy Board

#### For the Purpose of Approving the FY2013-2014 Self Certification Process for the Bend Metropolitan Planning Organization

**WHEREAS**, the US Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

**WHEREAS**, the US Department of Transportation and the Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Bend Metropolitan Planning Organization (BMPO) to carry out the Metropolitan Transportation Planning Process; and

**WHEREAS**, the Metropolitan Planning Organizations (MPOs) are required (23 CFR 34 and 450) to self-certify that their transportation planning and programming activities are carried in accordance with requirements of the Metropolitan Transportation Planning Process; and

**WHEREAS**, the BMPO has performed a review of its transportation planning and programming process and found it to be consistent with all applicable requirements of the Metropolitan Transportation Planning Process.

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the BMPO certifies that its transportation planning and programming activities meets all applicable requirements of the Self-Certification Process.

Adopted by the Bend Metropolitan Planning Organization the 16<sup>th</sup> day of May, 2013.

Yes: 3

No: 0

Authenticated by the Chair this 16<sup>th</sup> day of May, 2013.

  
\_\_\_\_\_  
Mark Capell, Chair

Attest:

  
\_\_\_\_\_  
Tyler Deke, MPO Manager

**Metropolitan Transportation Planning Self-Certification  
For the Bend Metropolitan Planning Organization (BMPO)  
Fiscal Year 2013-2014**

The following is to demonstrate and resolve that the Bend Metropolitan Planning Organization's transportation planning process meets all applicable requirements of Self Certification Process (23 CFR 450.334).

**1. Metropolitan Planning Organization (MPO) (Ref: 23 USC 134(b) and 23 CFR 450.306)**

Describe the Entity Designated as the MPO

A voluntary association of local and state governments made up of the City Bend, Deschutes County, and the Oregon Department of Transportation (ODOT) is designated as the Bend Metropolitan Planning Organization (BMPO). The hosting agency that provides staff and all administrative support to the MPO is the City of Bend.

Identify When the MPO Designation was last Made or Modified

The Governor of the State of Oregon designated the BMPO per the Intergovernmental Agreement signed in December 2002 by ODOT and the jurisdictions in the BMPO, and in accordance with federal regulations codified in Title 23 CFR, Part 450. In FY 2009-10, the Policy Board approved revisions to the December 2002 IGA. The original IGA contained language that was better suited for inclusion in a set of bylaws. The revised IGA was approved by the Bend City Council, Deschutes County Commission, and ODOT (through the Oregon Attorney General). In addition, the Policy Board adopted bylaws in FY2009-10.

Identify Participating Agencies

The BMPO Policy Board is comprised of representatives of the City of Bend, Deschutes County and ODOT. The BMPO Technical Advisory Committee (TAC) includes representation from the same entities plus the Central Oregon Intergovernmental Council (COIC), Central Oregon Area Commission on Transportation (COACT), Central Oregon Community College (COCC), Commute Options for Central Oregon, and the Deschutes County Bicycle and Pedestrian Advisory Committee. Non-voting, advisory members include the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Oregon Department of Land Conservation and Development (DLCD), and Oregon Department of Environmental Quality (ODEQ).

**2. Geographic Scope (Ref: 23 USC 134(c) and 23 CFR 450.308)**

Describe the Physical Boundaries/Provide a Map

The Bend Urbanized Area includes the lands within the City of Bend urban growth boundary and the adjoining urbanized areas of Deschutes County. The area is shown in the attached map.

**3. Agreements (Ref: 23 USC 134(d) and 23 CFR 450.310)**

*A. Agreements in force among the participating agencies relative to the transportation planning process include:*

1. Intergovernmental Agreement for the Purpose of Establishing the Bend Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 2002 by ODOT and the parties in the Bend MPO. The IGA was amended in December 2009.

*B. Agreements between the State and the MPO include:*

1. Annual FHWA planning funds agreement between ODOT and BMPO;
2. Annual agreement between the ODOT Public Transit Division and BMPO for FTA Section 5303 funds; and
3. Agreement between ODOT, BMPO, and the City of Bend (public transit provider) outlining the roles and responsibilities for planning projects.
4. Agreement between BMPO and ODOT Transportation Planning Analysis Unit regarding travel demand model development, maintenance, and usage. The agreement extends through FY2013.
5. Agreement between BMPO, ODOT, and the Central Oregon Intergovernmental Council (public transit provider) outlining the roles and responsibilities for financial planning and development of the annual Obligated Project List (agreement completion date to be determined)
6. Agreement between BMPO and ODOT identifying roles, responsibilities and funding commitments for the TRIP 97 planning process.

*C. Agreements between the MPO and other entities include:*

1. Intergovernmental/Interagency Agreement between the BMPO and the City of Bend establishing the City of Bend as the administrative and fiscal agent for BMPO from July 1, 2011 to June 30, 2013 (agreement to be updated by June 30, 2013).
2. Intergovernmental/Interagency Agreement between the BMPO and the City of Bend (public transit provider) that specifies cooperative procedures for carrying out transportation planning and programming in the Bend urbanized area for public transit, including procedures for meeting the federal public participation requirements.
3. Intergovernmental/Interagency Agreement between the BMPO and the cities of Madras, Redmond, Bend, and La Pine identifying funding commitments for the TRIP 97 planning process.

**4. Responsibilities, Cooperation and Coordination (Ref: 23 CFR 450.312)**

*A. Cooperative Metropolitan Planning Process*

The BMPO member entities, including ODOT, collaborate in carrying out the requirements of the Metropolitan Transportation Planning Process. The Bend Area Transit system was previously owned and operated by the City of Bend, a member of the BMPO. Management and operation of Bend Area Transit, however, was transferred to the Central Oregon Intergovernmental Council (COIC) in FY 2010-2011. This cooperative process includes city and state participation in the decision-making processes of the BMPO Policy Board and Technical Advisory Committee (TAC). Cascades East Transit and COIC are represented on the TAC. The Policy Board has initiated discussions about how to best include transit/COIC in the Policy Board decision making process. ODOT, DLCD, and

ODEQ designate staff to serve on the TAC.

The metropolitan transportation planning process includes:

1. Development and maintenance of a long-range Metropolitan Transportation Plan (MTP)
2. Development and maintenance of a Metropolitan Transportation Improvement Program (MTIP)
3. Development of an annual report identifying federal funding obligated within the MPO during the prior fiscal year
4. Review of specific transportation and development proposals for consistency with the MTP
5. Maintenance of a travel demand model for use by the MPO and all jurisdictions within the MPO
6. Coordination of transportation decisions among local jurisdictions and state agencies
7. Development of an annual work program

B. Agreed Responsibilities for Development of UPWP, Metropolitan Transportation Plan, and Transportation Improvement Program

ODOT currently provides Travel Demand Modeling Services for all BMPO related work. The BMPO leads development and maintenance of the UPWP, MTP, and TIP. This work is coordinated with the City of Bend, Deschutes County, and ODOT.

## **5. Metropolitan Transportation Planning Products**

### **A. Unified Planning Work Program (Ref: 23 CFR 450.314)**

All of the tasks in the FY2012-13 UPWP for the BMPO, with the exception of the Metropolitan Transportation Plan (MTP) update, are being implemented on schedule. The delay in updating the MTP is directly linked to delays with the City of Bend urban growth boundary expansion. As a region that experienced rapid growth prior to the recession, many projects that directly impact the MPO are underway. MPO staff is tracking and/or maintaining involvement in these many projects. Most of these projects (e.g. corridor studies, land use studies, etc.) will have a direct impact on the projects and policies contained in the MTP.

### **B. Metropolitan Transportation Plan (Ref: 23 USC 134(g) and 23 CFR 450.322)**

The federally compliant 2007-2030 Metropolitan Transportation Plan (MTP) was adopted in June 2007. A major update was initiated in FY 2012-2013. It is anticipated the update will be finalized in summer 2014.

### **C. Metropolitan Transportation Improvement Program (MTIP) (Ref: 23 USC 134(h) and 23 CFR 450.23 & 26)**

The BMPO developed the 2012-15 MTIP in cooperation with ODOT and local transit providers. This MTIP has been reflected in the STIP in its entirety. ODOT is beginning development of the 2015-2018 STIP. The BMPO will coordinate its prioritization process and its list of transportation project priorities for ODOT modernization projects with the Central Oregon Area Commission on Transportation (COACT).

## **6. Planning Emphasis Areas**

The BMPO planning process addresses the FHWA/FTA planning emphasis areas in all projects and policies. The following is a description of these considerations, and a brief explanation of how

the factors will be addressed.

**1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**

It is among the goals of the BMPO's transportation planning activities to support the economic vitality of the Bend Urbanized Area and beyond. The Bend Urbanized Area is the economic hub of the 3-county central Oregon region. In addition, Bend serves as a service and retail hub for a much larger region of central and eastern Oregon. BMPO's transportation planning activities are to facilitate the movement of people and goods which is the key in promoting economic activities.

The Great Recession has been particularly bad for Bend and the greater Central Oregon region. The Bend MSA (Deschutes County) is still classified as an Economically Distressed Area (EDA). The seasonally adjusted unemployment rate in March 2013 was 10.4%. The unemployment rate spiked at 16.4% in May 2009. With the collapse of the local real estate market and the loss of several manufacturers, all expectations are that the economic recovery in Deschutes County will continue to lag the national recovery. In addition, many workers commute into the Bend MSA from adjacent counties. Unemployment rates in these counties are even higher than that of the Bend MSA. The seasonally adjusted unemployment rate in Crook County (east) in March 2013 was 13.3%. The unemployment rate in Crook County spiked at 22.4% in June 2009. The seasonally adjusted unemployment rate in Jefferson County (north) in March 2013 was 11.6%. The unemployment rate in Jefferson County spiked at 16.2% in May 2009. The final pot of transportation specific American Recovery and Reinvestment Act (ARRA) funding was expended in the MPO area in fiscal years 2011-2013. The city of Bend received ARRA funding through the Energy Efficiency and Conservation Block Grant (EECBG) Program. A percentage of those funds were used to upgrade the City's traffic signal system. Those improvements were fully implemented using Oregon-based contractors and vendors.

The MPO is involved in the US 97 EIS and the US 97/Murphy Road Overcrossing project. Work is continuing on those projects. Future improvements to US 97 in north Bend will greatly improve the efficient movement of people and goods and could greatly impact the economic vitality of the greater central Oregon region by allowing significant new employment-based development. In addition, the US 97/Murphy Road Overcrossing project will also improve movement of people and goods by removing two traffic signals on US 97. It will also open several large land locked parcels for mixed employment development. Construction of the US 97/Murphy Road Overcrossing project is scheduled for summer 2013.

The MPO is also involved in the TRIP 97 project. The TRIP 97 project is focused on taking a regional approach to managing US 97 thru Central Oregon. The project is examining corridor performance measures, regional funding options, and regional governance options. One of the ultimate goals of the project is to insure certainty in the planning process for developers of employment lands.

Additionally, the BMPO had a Freight Advisory Committee (FAC). The FAC developed recommendations for improvements to the freight system that will help maintain a viable local economy and, ultimately enable global competitiveness, productivity, and efficiency. The recommendations are incorporated in the MTP. The FAC is currently inactive but will be reconvened as needed.

## **2. Increase the safety of the transportation system for motorized and non-motorized users**

The safety of the transportation system was among the criteria used by the BMPO in prioritizing transportation projects for funding. These criteria were applied to transportation facilities designed for both motorized and non-motorized movements. The MPO is also providing staff assistance to the Road Users Safety Task Force (the Task Force initiated a public information campaign in response to several bicyclist and pedestrian fatalities in calendar year 2008). Through the MPO, the Task Force applied for and was awarded funding in FY2009-2010 to present a series of workshops on safe bicycle commuting. In FY 2010-2011, the Task Force (through the Bend MPO) was awarded additional funding. The funding was used to create a media campaign targeting drivers and cyclists on the following safety topics: 1) Drunk Driving, 2) Bicycle Wrong Way Riding, and 3) See and Be Seen (nighttime pedestrian safety campaign). The campaign included 3-5 public service announcements targeting transportation system users. The PSA"s were shown on local TV stations. The PSA"s were run in conjunction with print ads in local papers. In addition, posters and coasters were distributed for use at local events and in local establishments. In FY 2011-2012, the Task Force (through the Bend MPO) was awarded additional funding to develop pedestrian and driver safety materials and materials targeted specifically for the three recently installed pedestrian rectangular rapid flash beacons (RRFBs) on US 97 and US 20. Work on this effort was initiated in FY 2011-2012 and concluded in the 2<sup>nd</sup> quarter of FY 2012-2013.

Other safety items include:

- The MPO worked with City of Bend staff to assess crashes on the city system. A summary report was developed in the 2<sup>nd</sup> quarter of FY2012-13. MPO staff is now expanding the crash assessment to include state highways and county roadways within the MPO area. Completion of that report is expected summer 2013. That report will then be used to develop a Transportation Safety Plan. The Plan will identify short and medium range safety priorities, including engineering and non-engineering solutions. MPO staff is leading data collection, organization, and management for these efforts.
- The MPO is working with the City of Bend to develop a data management system. The system will include crash data management. Ultimately, the system will be used to better identify high crash locations and prioritize funding for safety improvements. MPO staff is providing significant assistance with data collection, organization, and management.
- Upon completion of the data management system, the MPO will be working with the city of Bend to prioritize corridors for potential safety audits.
- The MPO is working with City of Bend staff to develop a new sidewalk inventory to prioritize infill and reconstruction needs.
- In the past, the MPO worked with the City of Bend to include bicycle and pedestrian safety awareness information for inclusion in the monthly city newsletter and video broadcast.
- The MPO continues to provide assistance to City staff and Commute Options staff to develop Safe Routes to Schools grant applications (the city received an infrastructure grant and Commute Options received grants to conduct bicycle education safety programs at several elementary schools).
- The MPO continues to monitor opportunities to provide safety education and include safety as a principal factor in the project selection and development process.

### ***3. Increase the security of the transportation system for motorized and non-motorized users***

The security of the transportation system was among the criteria used by the BMPO in prioritizing transportation projects for funding. Additional work will be required in the future to refine and update the security component of the MTP. Particular focus will be given to the rail and trucking systems. The MPO will research security planning activities undertaken in other MPOs and work to implement identified best practices.

### ***4. Increase the accessibility and mobility options available to people and for freight***

It is among the goals of the BMPO's transportation planning activities to increase the accessibility and mobility options of people and freight in the Bend Urbanized Area. As noted in section 1 above, the BMPO convened a Freight Advisory Committee that identified needed improvements to the freight system.

The BMPO continues to work with the city, and county to identify opportunities for increasing the accessibility and mobility options of all people in the Bend Urbanized Area. The MPO continues to work with the City and ODOT to identify potential funding sources to improve curb ramps and sidewalks along the highway system near transit stops.

The MPO recently completed development of a long-range transit plan focused on the fixed-route system in Bend. That plan includes policies and projects that directly increase the accessibility and mobility options available to people.

The MPO is currently working with the City to prioritize sidewalk projects (infill and reconstruction) for the arterial and collector road systems, and local systems that directly link to schools and parks.

The MPO is also working with City of Bend staff to develop transportation system performance measures. These measures will consider all modes of transportation and will seek to increase accessibility and mobility for all users of the transportation system.

### ***5. Protect and enhance the environment, promote energy conservation, and improve quality of life***

The BMPO transportation planning activities include full consideration of environmental issues. The Environmental Considerations chapter of the MTP provides significant detail on many aspects of the natural environment. This information will be used as projects move into development. The MTP includes a multi-modal transportation system which will help promote energy conservation and improve the quality of life in the study area. Reducing Vehicle Miles of Travel (VMT) which reduces the consumption of energy is one of the planning factors required by the Oregon Transportation Planning Rule (TPR). The TPR also requires provision of transportation alternatives (i.e., a multi-modal system). The MTP update will include measures that evaluate the region's progress towards reducing reliance on the automobile and increasing mobility options. Work is now beginning on meeting the TPR requirements.

In addition, the City of Bend dedicated a percentage of its ARRA Energy Efficiency and Conservation Block Grant (EECBG) funds to upgrade a majority of the signals on its system. Work on that project should have been completed in calendar year 2012. Those improvements will greatly reduce transportation system delay and reduce fuel consumption and vehicle emissions. ODOT continues to replace and upgrade old traffic

signals on US 20 in Bend. Those projects help move the region closer to full implementation of the central signal system. Through the ARRA program, funding was also received to upgrade the two traffic signals on US 97 at the north end of Bend. The signals were upgraded to use adaptive timing. Instead of using set timing plans, the signals are able to respond, in real time, to changes in traffic volumes. The signals adjust timing throughout the day to maximize traffic flow through the closely spaced intersections. These improvements reduce fuel consumption and vehicle emissions.

#### ***6. Enhance the integration and connectivity of the transportation system, across and between modes for people and freight***

The BMPO transportation planning process is comprehensive and includes all modes of transportation and the mobility needs of all people. Multi-modal and intermodal transportation planning will help provide connectivity across all modes and for all users of the system.

The Oregon MPOs are working with the Oregon Modeling Steering Committee to explore ways to improve the travel demand models to more accurately project the benefits of mixed-use developments on mode splits, particularly pedestrian, bicycling and transit usage. This will help the BMPO project the benefits of mixed-use, pedestrian friendly development in terms of reducing reliance on the automobile, promoting shorter trips, and encouraging efficient trip making patterns.

The Freight Advisory Committee identified specific projects that will improve the freight transportation system in the BMPO area.

The MPO recently completed development of a long-range transit plan focused on the fixed-route system in Bend. That plan includes policies and projects that directly increase the integration and connectivity of the system, especially between the transit system and bicycle and pedestrian systems. The plan also identifies corridors that could be considered for transit supportive development. Specific recommendations for zoning changes and development code changes are identified.

#### ***7. Promote efficient system management and operations***

The Deschutes County Intelligent Transportation Systems (ITS) Plan identifies projects that will increase transportation safety and efficiency in the area. More than half of the identified projects are located in the BMPO study area. The MTP includes TSM projects to improve traffic flow and enhance safety.

In FY 2010-2011, ODOT funded development of a detailed communications systems plan for the Central Signal System project. In addition, in FY 2010-2011, the MPO and ODOT Region 4 jointly funded an update to the ITS Plan.

The MPO and ODOT are using the ITS Plan to implement ITS projects focused on enhancing the efficiency of existing transportation system and operations. The highest priority project identified in that plan is currently programmed in the STIP and MTIP. Phases 1 and 2 of that project (central signal system) were funded in prior STIPs. Funding to begin implementing that system was programmed in the 2010-2013 STIP. In addition, the City of Bend dedicated a percentage of its ARRA Energy Efficiency and Conservation Block Grant (EECBG) funds to upgrade a majority of the signals on its system. Work on that project should have been completed in calendar year 2012.

ODOT programmed funding through the MTIP and STIP to replace 2 very old traffic



signals on US 20 in Bend. That project is complete and moves the region one step closer to allow full implementation of the central signal system. Through the ARRA program, funding was also received to upgrade the two traffic signals on US 97 at the north end of Bend. The signals were upgraded to use adaptive timing. Instead of using set timing plans, the signals are able to respond, in real time, to changes in traffic volumes. The signals adjust timing throughout the day to maximize traffic flow through the closely spaced intersections.

The 2012-15 MTIP includes funding for additional work on the Central Signal System, installation of a VMS on US97, and replacement and upgrade of an old traffic signal on US 20.

ODOT is currently developing the 2015-18 STIP. The draft STIP includes funding to replace and upgrade two old traffic signals on US 20. The draft STIP also includes funding to implement variable speed limit technology on US97 from Bend to La Pine.

City staff, MPO staff, and ODOT staff are also discussing options for implementing the other high priority projects identified in the ITS plan. The City of Bend is dedicating a percentage of its annual CIP funding to ITS projects.

The Metropolitan Plan promotes a multi-modal transportation system. This approach will help to maximize transportation efficiency by providing multiple travel options. The ultimate goal will be to reduce the demand on the highway system, which will increase roadway capacity and reduce maintenance costs.

#### ***8. Emphasize the preservation of the existing transportation system***

Preservation of the existing transportation system is a priority in the MTP. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken “off the top” of the overall funding forecasts. Remaining revenues were then allocated to modernization and other non-preservation projects. As in other regions, the MTP devotes a large portion of available funds to the maintenance and preservation of existing transportation system. MPO staff is working with city staff to identify funding options to increase transportation system preservation and maintenance activities. The STP funds available to the MPO have historically been fully dedicated to preservation projects. In the past, MPO staff provided assistance to the City of Bend to evaluate local funding options to increase funding for roadway preservation. It is anticipated additional support will be needed in the future.

#### ***9. Coordinate with State DOT consultation efforts with non-metropolitan local officials***

The adopted BMPO UPWP contains funds to support coordination activities with the Central Oregon Area Commission on Transportation (COACT), which serves as the forum for elected officials from non-metropolitan jurisdictions in Central Oregon to coordinate transportation issues and activities with ODOT and each other.

#### ***10. Enhance the technical capability of the transportation planning processes***

The BMPO programs funds in the UPWP and MTIP to: upgrade the travel demand model; update the underlying travel data by participating in joint surveys with other MPOs and ODOT; working with City of Bend to develop transportation system data and safety data management systems, and providing training opportunities for staff.

#### ***11. Linking the NEPA and planning processes***

The MTP includes a detailed environmental considerations chapter that identifies known historical, cultural, archeological, and natural resources. That chapter also identifies potential mitigation activities. The data in that chapter will help improve the project development process and hopefully speed project delivery. Additionally, the MTP identifies several issues that require additional analysis beyond that contained in the MTP (e.g. the need for specific corridor studies, area specific plans, etc.). The MTP includes broad goals and objectives that could serve as the basis for the development of specific purpose and need statements for projects intended to solve specific problems that may be identified in the MTP.

### ***12. Coordination and provision of Human Service and Transportation Disadvantaged Services (ADA, Elderly, and Disabled)***

A coordinated human services transportation plan for Deschutes County was completed in June 2007. The goal of this project was to develop and implement a plan with a particular focus on providing access to critical services for lower income residents, seniors, and other special needs populations. The BMPO has been involved in that effort to ensure the continued availability of federal transportation funds. The top priorities identified in that plan are now being implemented. The Central Oregon Intergovernmental Council (COIC) is coordinating that process. MPO staff is serving on the advisory committee.

The MPO recently completed development of a long-range transit plan focused on the fixed-route system in Bend. That plan includes policies and projects that directly increase the accessibility and mobility options available to citizens of Bend. Through that process, the MPO worked with local mobility advocacy groups, the city, and county to identify opportunities for increasing the accessibility and mobility options of all people in the Bend Urbanized Area.

In addition, COIC is developing a regional Transit Master Plan (TMP) and regional Park-and-Ride Plan. The TMP will focus on the inter-city transit system in Central Oregon. The Park-and-Ride (PnR) Plan will focus on PnR needs throughout Central Oregon and ODOT Region 4. The MPO is participating on the management teams for those projects. Those projects will identify opportunities for increasing accessibility and mobility for people throughout the region.

## **7. Public Involvement (Ref: 23 CFR 450.316(b))**

### **1. BMPO Public Involvement Process**

The BMPO has an adopted public participation plan (PPP). The PPP includes a series of measures to involve the public in the BMPO transportation planning process. Measures currently implemented include:

- a. Posting all Policy Board, Technical Advisory Committee, Citizens Advisory Committee, and Budget Committee meeting agendas, meeting materials, and minutes on the BMPO website and sending meeting notices to the media and a large e-mail distribution list
- b. Including opportunities for the public to comment at all Policy Board and Citizens Advisory Committee meetings
- c. Posting copies of all MPO publications on the BMPO website and providing notification of newly posted documents
- d. Posting links to relevant non-MPO projects on the BMPO website
- e. Making publications and Policy Board, Technical Advisory Committee, and Citizen Advisory Committee agendas available to the public via e-mail and U.S. Postal Service mail

- f. Maintaining an e-mail list of interested persons and the media. E-mail notification of all Policy Board, Technical Advisory Committee and Citizen Advisory Committee meetings is provided to those on the lists. E-mail lists have also been developed for specific projects (e.g. long-range transit plan). Parties interested in those projects are notified of all meetings and postings of new project data/information.
- g. Inviting ODOT representatives to Policy Board meetings to discuss projects or plans of regional concern
- h. A Citizens Advisory Committee (CAC) was formally organized in FY2006. The CAC provides a forum for soliciting public feedback on the MPO process.
- i. The MPO recently completed development of a long-range transit plan focused on the fixed-route system in Bend. To engage as many people as possible, the project included an on-line survey, rider survey, periodic project updates, an extensive website, and non-traditional outreach (e.g. information booths at the transit station and at community events). The survey was translated to Spanish and distributed at area churches and other locations.

## 2. BMPO Public Involvement Process Last Update and Adoption

The BMPO Public Participation Plan (PPP) was adopted on June 18, 2009. BMPO legal counsel reviewed the PPP and suggested a few minor changes to the document. Staff will initiate that process in the 1<sup>st</sup> quarter of FY2013-14 with adoption of an updated plan expected in the 2<sup>nd</sup> quarter of FY2013-14. Additionally, a specific public outreach program will be developed for the MTP update.

## **8. Title VI** (*Ref: Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Oregon under 42 USC 2000d-1 and 49 USC part 21*)

### Title VI Requirements

The BMPO Title VI and Environmental Justice Plan was adopted by the Policy Board in November 2010. The plan was updated in October 2012 to reflect more current data from the American Community Survey.

The Plan includes a formal Title VI complaint procedure. The Plan also identifies areas with high concentrations of low income residents and racial minorities (using American Community Survey data and 2000 Census data). The plan will be updated when the 2010 Census data is released. The BMPO can use this information to identify strategies to ensure that its transportation programs and projects meet the needs of “all persons” equally and equitably.

## **9. Disadvantage Business Enterprise (DBE)** (*Ref: Section 1101(b) of Pub. L. 109-59, 49 CFR part 26*)

### DBE Program Requirements

The BMPO does not currently have an adopted DBE policy. Given the minimal contracting undertaken by the MPO, it is not anticipated that a formal DBE policy will be adopted in the next few fiscal years.

## **10. Americans with Disabilities Act (ADA)** (*Ref: Americans with Disabilities Act of 1990, Pub. L. 101-366, 104 Stat. 327, as amended, and 49 CFR 27, 37, and 38*)

### ADA Program Requirements

BMPO public meetings are held in places accessible to people with disabilities. The BMPO office is located in an accessible building. The BMPO website is ADA compliant.

The Cascades East Transit system is in full compliance with the requirements of ADA. The BMPO continues to work with the city and county to identify opportunities for increasing

the accessibility throughout the Bend Urbanized Area. The MPO continues to work with ODOT and the city of Bend to identify potential funding sources to improve curb ramps and sidewalks along the roadway system near transit stops.

The BMPO assisted the City of Bend with a grant application to significantly improve access along 3<sup>rd</sup> Street, a former state highway. If funded, the grant would significantly improve access along 3<sup>rd</sup> Street.

New transportation facilities within the BMPO area are constructed to ADA standards.

#### City of Bend Curb Ramps

The City of Bend's Curb Ramp Project is aimed at providing access to people using wheelchairs and enhances overall safety for bicyclists, pedestrians and motorists. The City has constructed or reconstructed several hundred curb ramps over the past 6 years and will continue to improve curb ramps in the future.

#### City of Bend Sidewalks

The City of Bend is working to construct or reconstruct sidewalks of high priority as identified by the City of Bend Accessibility Advisory Committee (COBACC). MPO staff is working with City staff to identify further sidewalk priorities.

#### Department of Justice Settlement Agreement

A series of inspections were initiated by a complaint filed under title II of the Americans with Disabilities Act of 1990 ("ADA"), 42 U.S.C. 12131-12134, with the United States Department of Justice against the City of Bend. The complaint was received by the Civil Rights Division of the Department of Justice, under the authority of 28 C.F.R. Part 35, Subpart F. The complaint alleged that the City has not taken steps to provide access to its programs and services. The complaint also alleged that many of the public parking lots were noncompliant and that the downtown sidewalks had various access problems. As a result of the inspections, the City developed a work program to correct the identified deficiencies. Many of the transportation-related deficiencies have been corrected. Others are being corrected through the city's annual preservation and maintenance programming.

#### Transportation for Seniors and People with Disabilities

The Cascades East Transit (CET) system includes a complimentary paratransit system. The paratransit system is a demand response transportation program providing rides to members of the senior and disabled communities. The current fixed route and paratransit systems provide wheelchair accessible service. Fixed-route and paratransit services are provided six days a week, excluding major holidays. Scheduling rides on the paratransit system requires 24 hour's notice before a trip is scheduled. Scheduling rides on paratransit system is done on a "first come, first served" basis.

#### Cascades East Ride Center (Medicaid transportation)

The Cascades East Ride Center (CERC) was organized to help clients with their non-emergency medical transportation needs. The CERC provides service in the greater central Oregon region. The goals of the brokerage include: increased client access to medical services; decreased cost of medical rides; increased accountability for transportation providers and clients; and increased quality of rides (safe, efficient). The brokerage can use a variety of resources, such as volunteers, transit buses, mileage reimbursement and shared-ride taxis. Providers are paid for each ride based on a pre-arranged fee. Brokerages encourage efficiency by creating a clearinghouse through

which each non-emergency medical ride request can be matched with the lowest-cost ride that meets the client's needs.

**11. Air Quality** (Ref: 40 CFR 51; OAR 340-2-710 through 340-20-1080)

1. Regional Air Quality Status of the BMPO Area

The Bend Urbanized Area is not and has never been in violation of EPA's National Ambient Air Quality Standards (NAAQS). The area, therefore, is not designated nonattainment for any of the Air Quality Criteria Pollutants.

2. Describe Conformity Status of the BMPO Plan and TIP

According to the Clean Air Act Amendments (CAAA) of 1990, the Bend Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan.

**12. Lobbying Prohibition** (Ref. 49 CFR 20)

The funding agreement for the BMPO includes language regarding breach of any federal statutes, rules, program requirements and grant provisions applicable to the federal funds. Through approval of that agreement, the BMPO agrees to follow all applicable rules.

**13. Employment & Business Opportunity Discrimination** (Ref. 49 USC 5332)

Requirements

The BMPO does not currently have an adopted policy addressing employment and business opportunity discrimination. The federal code states: A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age. During the upcoming fiscal year (FY2013-14), the BMPO will work with the City of Bend to consider adoption of a formal policy.

**14. Equal Employment Opportunity - Federal Aid Construction Projects** (Ref. 23 CFR part 230)

This requirement is not applicable to the BMPO. The BMPO is a planning organization and does not construct projects.

**15. Older Americans Act** (Ref. 42 USC 6101)

Requirements

The BMPO does not currently have an adopted policy addressing age discrimination. The federal code states: It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance. During the upcoming fiscal year (FY2013-14), the BMPO will work with the City of Bend to consider adoption of a formal policy.

**16. Gender Discrimination** (Ref. Section 324 of title 23 USC)

Requirements

The BMPO does not currently have an adopted policy addressing gender discrimination. The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title. During the upcoming fiscal year (FY2013-14), the BMPO will work with the City of Bend to consider adoption of a formal policy.

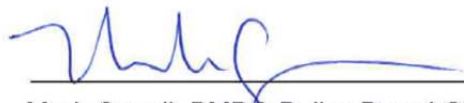
**17. Discrimination Against Individuals with Disabilities** *(Ref. 29 USC 794 & 49 CFR part 27)*  
Requirements

The BMPO does not currently have an adopted policy addressing discrimination against individuals with disabilities. The federal code states: No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service. During the upcoming fiscal year (FY2013-14), the BMPO will work with the City of Bend to consider adoption of a formal policy.

**IN ACCORDANCE WITH 23 CFR 450.334, THE BMPO POLICY BOARD AND THE OREGON DEPARTMENT OF TRANSPORTATION DO HEREBY CERTIFY THAT THE BMPO PLANNING PROCESS IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:**

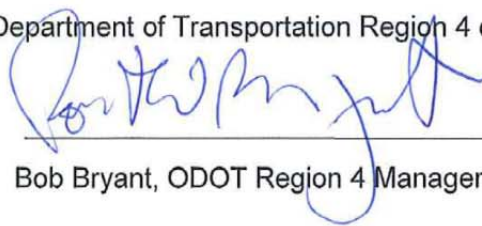
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**CERTIFIED** by the Policy Board of the Bend Metropolitan Planning Organization on the 16<sup>th</sup> day of May 2013.



Mark Capell, BMPO Policy Board Chair

**CERTIFIED** by the Oregon Department of Transportation Region 4 on the 16 day of Mar 2013.



Bob Bryant, ODOT Region 4 Manager

**CERTIFIED** by the Oregon Department of Transportation Public Transit Division on the \_\_\_ day of \_\_\_\_\_ 2013.

\_\_\_\_\_  
Hal Gard, ODOT Public Transit Division Administrator