

Unified Planning Work Program 2014 - 2015

Adopted



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 and members of the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein. Please contact BMPO Staff at 541-693-2122 or 541-693-2113 for assistance with this document.

Resolution Number 2014-02

For the Purpose of Adopting the Fiscal Year 2014-2015 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 carryout 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 2014-2015, 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 2014-2015

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP and budget for fiscal year 2014-2015.

Adopted by the Bend Metropolitan Planning Organization the 15th day of May, 2014.

Yes: 4

No: 0

Authenticated by the Chair this 15th day of May, 2014.



Mark Capoll, Chair

Attest:



Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

Policy Board

Mark Capell, Chair, City of Bend
Anthony DeBone, Vice Chair, Deschutes County
Gary Farnsworth, 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)
Peter Russell, Deschutes County
Rick Root, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
Steve Jorgensen, Bend Park and Recreation District
Jim Bryant, ODOT Region 4
Joe Viola, Central Oregon Community College (COCC)
Jeff Monson, Commute Options
Karen Swirsky, Oregon Department of Land Conservation and Development
Jazmin Casas, Federal Highway Administration*
Ned Conroy, Federal Transit Administration*

*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

Table of Contents

Overview	5
Purpose	5
UPWP Public Notification Process	7
Organizational Structure	7
Status of Bend MPO Documents	8
BMPO Major Transportation Activity for Fiscal Year 2014-15.....	8
ODOT Funding Support to the BMPO	9
BMPO Tasks Summary for Fiscal Year 2013-14	9
TASK 1: BMPO Development and Program Management.....	11
TASK 2: Short Range Planning.....	16
TASK 3: Long Range Planning.....	21
TASK 4: Travel Demand Modeling and Data Collection/Analysis	26
Budget Summary.....	30
Budget Changes from the Previous Year	31
Financial Polices	31
BMPO Line Item Budget for Fiscal Year 2014-15	32
FIGURE 2 – Revised BMPO Urbanized Area Map.....	34
APPENDIX A: Summary of Deliverables & Products from the 2014 – 15 UPWP	35
APPENDIX B: List of Transportation Planning Acronyms	37
APPENDIX C: Central Oregon TDM Program Overview	41
APPENDIX D: ODOT Region 4, Deschutes County, and City of Bend Transportation Planning and Construction Overview	43
APPENDIX E: BMPO Self-Certification	48

Bend Metropolitan Planning Organization Unified Planning Work Program 2014-2015

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 2015¹ 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, initiate work to identify alternate mobility standards and performance measures, and identify local funding sources for US 97 and other roads throughout the MPO.

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 2014-2015 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, 2014 to June 30, 2015. The work program was developed to serve these specific objectives:

¹ 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 (e.g. the year beginning July 1, 2012 is numbered FY 2013. The federal fiscal year 2015 begins October 1, 2014 and runs through September 30, 2015.

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).
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.

The Policy Board approves the UPWP. The FHWA and FTA review and provide final approval of the UPWP.

UPWP Development Process

The UPWP is developed annually to target programs and projects that are to be accomplished by Bend MPO staff. Those programs and projects are identified through a combination of federal legislation and local priorities. Development of the UPWP is a coordinated process involving the member agencies of the Bend MPO and representatives from the Technical Advisory Committee (TAC) and Policy Board. The UPWP also serves to establish the annual budget. The UPWP describes work elements to be performed, indicating local agency work participation and sources of funding.

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. MPO staff will review submitted comments. Staff will incorporate minor comments or changes to the UPWP. More significant comments will be reviewed with the Policy Board. If the Policy Board chooses not to address or incorporate suggested changes, staff will contact the commenting entity and provide a summary of how the comments were considered and why they were not incorporated.

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 a representative from ODOT Region 4. 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 extended indefinitely in July 2013. 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 quarterly.

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 may meet in fiscal year 2014-2015 to assist in the MTP update. The FAC may also meet in FY2015-16 to consider freight specific issues identified in the MTP.

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
Unified Planning Work Program (UPWP)	2013-14 UPWP adopted May 2013	2014-2015 UPWP to be adopted May 2014
Metropolitan Transportation Plan (MTP)	Adopted June 2007	Update completion scheduled for fall 2014
Metropolitan Transportation Improvement Program (MTIP)	2012-15 MTIP adopted November 2011	2015-18 MTIP adoption expected fall 2014
Annual Funding Report	FFY 2013 report completed January 2014	FFY2014 report to be completed January 2015
Title VI/Environmental Justice Plan	Revisions completed October 2012	ODOT is currently developing Title VI/EJ GIS files using the 2010 Census data. Upcoming completion of that work, the Bend MPO plan will be updated in the 3 rd /4 th quarters of FY2014-15
Public Participation Plan	Adopted June 2009	Update expected in 3 rd /4 th quarters of FY2014-15

BMPO Major Transportation Activity for Fiscal Year 2014-15

There are several priority issues that need to be addressed during FY2014-15. The top priority item is to update the Metropolitan Transportation Plan (MTP) to consider the following items:

- 1) Incorporate findings from multiple plans (e.g. Bend Public Transit Plan, US 97 North Corridor EIS, updated Regional ITS Plan)
- 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. performance measures)
- 6) Climate change strategic assessment (ODOT & DLCD to fund and provide some staff support)

Many other planning activities (e.g. development of 2015-18 MTIP) are planned for FY204-15.

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. Instead of updating that agreement, BMPO staff will work with ODOT TPAU through the annual UPWP process to assess travel model needs.

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.

BMPO Tasks Summary for Fiscal Year 2013-14

Listed below are some of the tasks completed or started by the Bend MPO in FY2013-14. Also listed are some projects that included significant MPO involvement.

Principal Tasks

- Travel demand model
 - ✓ Land use update and minor structural changes to MPO area model
 - ✓ Significant work completed on new Bend-Redmond model (complete January 2015)
- Initiated Metropolitan Transportation Plan (MTP) update

Additional Tasks

- TRIP 97 project (Phase 1)
- 2012-15 Metropolitan Transportation Improvement Program (MTIP) maintenance
- Completion of Annual List of Federally Funded Projects
- Bicycle and Walk project priorities project
- Bike & pedestrian count program

- Title VI Audit and Annual Report
- Revisions to Statewide STP funding allocation
- Community safety events such as “See and Be Seen”

TASK 1: BMPO Development and Program Management

Beginning Working Capital	\$90,000 ¹
City Loan June 30, 2015	85,000 ²
FHWA PL Funding	108,386
FTA Funding	41,224
Total Task 1	324,610
Percent of Total Budget	53% ³

1 Beginning Working Capital from city loan received on June 30, 2014.

2 Loan amount received on June 30, 2015 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.

3 The Task 1 budget also includes administrative costs (Beginning working capital, city loan, financial administration, general administration, building rent, and computer information systems support), contingency and direct expenses (supplies, travel, printing, etc.). These items comprise a significant percentage (approximately 80.6%) 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 and Facebook page, 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 additional funding for specific studies or technical assistance to complete MPO related tasks. Most of the administrative activities are ongoing and continue each year. In addition, staff will engage the Policy Board in a discussion about inclusion of a transit representative on Policy Board. The outcome of the discussion could require revisions to the Policy Board bylaws and 1-2 MPO agreements. This subtask also includes training and professional development. MPO staff develops a professional training plan each year. The extent of that plan varies significantly each year depending on funding and training or conferences available within the region.

Budget:* \$ 261,590

Percent of Task Budget: 80.6%

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

Deliverables: Committee meeting agenda packets and meeting minutes, invoices to ODOT, approved intergovernmental agreements, annual audit and financial report, organized files, maintained website and Facebook page, maintained email lists, completed information requests, executed contracts, possible revisions to the Policy Board Bylaws and associated agreements, and staff training and professional development.

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO

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

Subtask B. MPO Agreements Review and Revisions: The MPO is a party to several non-funding agreements. Most of the agreements are required by federal regulation. At least 2 of the agreements need to be updated to reflect changes in operation of the transit system in Bend. As a first step, MPO staff will conduct a comprehensive review of all non-funding agreements to assess agreement sufficiency. Staff will then initiate the process and work with the MPO partner agencies to update the applicable agreements.

Budget: \$ 7,903

Percent of Task Budget: 2.4%

Deliverables: Summary of existing agreements & updated agreements as necessary

Timeframe: Ongoing: October - June

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT, Cascades East Transit and City of Bend

Subtask C. 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: \$ 8,105

Percent of Task Budget: 2.5%

Deliverables: Monthly reports, Quarterly reports, 2015-2016 UPWP document, and self-certification statement.

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

Lead Agency: Bend MPO

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

Subtask D. 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: \$ 5,703

Percent of Task Budget: 1.6%

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

Lead Agencies: Bend MPO and other Oregon MPOs

Other Agencies Involved: FHWA and ODOT

Subtask E. 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.

The BMPO adopted a Public Participation Plan (PPP) in fiscal year 2009. 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, specific public engagement activities will be pursued.

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.

In FY2014-15, MPO staff will review several current Public Participation Plans from other MPOs and identify possible changes to the Bend MPO PPP. Those changes will form the basis for a PPP update in FY2015-16.

Budget: \$ 6,152

Percent of Task Budget: 1.9%

Deliverables: Implemented Public Participation Plan, facts sheets, newsletters, BMPO project progress reports, community outreach, BMPO web site development and maintenance, and summary of proposed changes/updates to the BMPO PPP

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO

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

Subtask F. 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. ODOT is currently organizing and developing GIS files using the 2010 Census data. When that data becomes available, staff will update the Title VI/EJ Plan.

Budget: \$ 7,140

Percent of Task Budget: 2.2%

Deliverables: Assessment of new Title VI/EJ data sources (2010 Census) and development of updated GIS maps of Title VI/EJ 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: 3rd or 4th quarter

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, and ODOT

Task 1 Estimated Timeline

Subtask Letter/Title	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
A Administrative Tasks				
B MPO Agreements Review and Revisions				
C UPWP Development				
D Statewide Committees				
E Public Participation				
F Title VI/EJ Analysis				

TASK 2: Short Range Planning

FHWA PL Funding	\$51,771
FTA Funding	<u>2,000</u>
Total Task 2	\$53,771
Percent of Total Budget	9%

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): The 2012-2015 MTIP was completed and adopted in FY2011-12. Activities during FY 2014-15 will involve maintenance of the 2012-2015 MTIP and 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 was initiated in the 4th quarter of FY2013-14. Completion and adoption of the new MTIP is expected in the second quarter of FY 2014-15.

ODOT occasionally holds 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: \$ 11,675
Percent of Task Budget: 21.7%

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

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO
Other 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 include the percentage completed of the listed projects.

Budget: \$ 3.593

Percent of Task Budget: 6.7%

Deliverables: Annual Listing of Federally Funded Projects

Timeframe: Draft in 2nd quarter, Final in 3rd quarter

Lead Agency: Bend MPO

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

Subtask C. Surface Transportation Program (STP) Funds Management: The BMPO has considered use of formal project evaluation criteria and possible funding targets (e.g. maintenance/preservation, bike/pedestrian, transit). Given the significant shortage of street preservation funding for major roadways in Bend, the Policy Board has voted to continue providing most available STP funds for the City of Bend's street preservation program. In recent years, the Policy Board approved using some of the STP funds for MPO planning work and to purchase replacements busses for the fixed route transit system in Bend. It is expected that future funding allocations will be distributed in a similar manner. MPO staff will continue to work 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. The agreement update process should be completed in the first quarter of FY2014-15.

Budget: \$6,286

Percent of Task Budget: 11.7%

Deliverables: Programmed projects and revised funding agreement.

Timeframe: Project allocation and identification process in 3rd quarter

Revised funding agreement in 1st quarter

Lead Agency: Bend MPO

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

Subtask D. Land Use Review: MPO staff is able 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 FY2014-15.

Budget: \$2,155

Percent of Task Budget: 4%

Deliverables: Submitted comments on proposed land use actions

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO
Other 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. Due to staff cuts at the City, MPO staff is coordinating the Task Force and assists with identifying and administering grant funding opportunities to further the goals of the group.

Budget: \$ 6,827
Percent of Task Budget: 12.7%

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

Lead Agency: Bend MPO
Agencies Involved: ODOT, City of Bend, and Deschutes County

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 4th 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. Staff will also review the ITS plan to verify potential transit projects are properly identified and listed within the plan.

Budget: \$1,571
Percent of Task Budget: 2.9%

Deliverables: ITS architecture maintenance meeting and updates
Review ITS Plan to verify proper listing of transit projects

Timeframe: ITS Architecture meeting and maintenance: 4th quarter

Lead Agency: Bend MPO
Other Agencies Involved: ODOT, Cascades East Transit, City of Bend and Deschutes County

Subtask G. Bike Share Feasibility Assessment: Work with MPO member jurisdictions to assess the opportunity for a bike share program in the Bend area.

Budget: \$8,128

Percent of Task Budget: 15.1%

Deliverables: Bike Share Feasibility Assessment

Timeframe: 3rd and 4th quarters

Lead Agency: Bend MPO

Other Agencies Involved: City of Bend, ODOT, Deschutes County and Commute Options

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

- 1) Project planning and development associated with the Environmental Impact Statement for the US97 Bend North Corridor project in north Bend (ODOT)
- 2) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 3) Participating in meetings of the Central Oregon Area Commission on Transportation (COACT)
- 4) Participating on the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 5) Participating in the Commute Options for Central Oregon work group (Commute Options)
- 6) 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)
- 7) Tracking and commenting on various state projects, including Least Cost Planning (ODOT)
- 8) Tracking and commenting on various local projects, including: Central Area Plan Multi-Modal Mixed Use Area TGM project; West Bend Integrated Land Use and Transportation Plan; and 3rd Street multi-model project
- 9) 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 2014-15 fiscal year that will require BMPO participation.

Budget: \$ 13,537

Percent of Task Budget: 25.2%

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

Lead Agency: Various

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

Task 2 Estimated Timeline

Subtask Letter/Title		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
A	MTIP				
B	Annual Funded Projects List				
C	STP Funds				
D	Land Use Review				
E	Safety Task Force				
F	ITS update				
G	Bike Share Feasibility Study				
H	Interagency Coordination				

TASK 3: Long Range Planning

FHWA PL Funding	\$130,270
FTA Funding	2,000
STP Funding	35,478
In-kind Local Match	11,555
Total Task 3	\$179,303
Percent of Total Budget	29%

*Task 3 budget includes consultant costs associated with updating the MTP.

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 FY2014-15. Long-range planning subtasks to be completed in FY2014-15 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 2040 to insure a minimum 20-year horizon.
- 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
- Expanded MPO boundary to reflect refined 2010 Census urbanized area (will expand to include Tumalo area)
- 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
- Initiate development of 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
- An additional optional task may include an assessment of alternate mobility standards for the state and local systems

The MPO is the ideal place to consider and integrate the plans, projects, and issues identified above. MPOs are tasked with developing a single plan that considers other existing region-wide plans developed through intergovernmental collaboration, rational analysis, and consensus-based decision making. The MPO planning process will facilitate collaboration of governments, interested parties, and residents in the planning process. The MPO plan will reflect the area's shared vision for its future. In this era of scarce transportation resources, the plan will strive to allocate available resources appropriately.

Work on the MTP update was initiated in the 3rd quarter of FY 2012-13. The MTP update will be completed in two (2) phases. The first phase, to be completed in October 2014, will include most of the items listed above. The phase 1 roadway work will be completed using the existing Bend MPO travel demand model. In phase 2, the roadway component of the plan will be updated using the Bend-Redmond travel demand model (expected to be complete in January 2015). Additionally, phase 2 work will include a US 97 Parkway study. A detailed scope of work will be developed for each phase. The Phase 1 scope of work will be available in late March 2014.

Budget: \$ 161,479

Percent of Task Budget: 90%

Deliverables:

- Updated MTP horizon year (2040) land use data sets
- Updated future deficiencies analysis
- Updated financial analysis
- Updated project lists (financially constrained and illustrative)
- Expanded MPO boundary to include Tumalo area
- Parking Chapter
- Various updated chapters (e.g. transit, bicycle, pedestrian, safety)
- Initial transportation system performance measures

Timeframe:

- Phase 1 – 2nd quarter
- Phase 2 – 4th quarter

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT, DLCDC, 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 resulted in the following four key deliverables:

1. Draft Corridor Performance Measures & Evaluation Approach;
2. Draft List of Corridor Improvements and Strategies;
3. Draft Funding Plan; and
4. Draft Governance options.

Work on Phase 1 of the project was initiated in the 3rd quarter of FY2011-12 and concluded in the 2nd quarter of FY2013-14. It is anticipated additional funding will be secured for Phase 2. Work on Phase 2 will likely begin in the 1st or 2nd quarter of FY2014-15 and extend to the end of the fiscal year. Possible Phase 2 work items include: 1) development of a regional IGA or MOU to continue working on the project, identify roles and responsibilities, and identify specific funding resources, and 2) refinement of the funding concepts. Additionally, staff will likely continue developing the performance measures and associated technical tools. Depending on the scope and funding of that work, the UPWP may need to be updated.

Budget: \$ 6,644

Percent of Task Budget: 90%

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: 2nd – 4th quarters

Lead Agency: ODOT

Other Agencies Involved: Bend MPO, City of Bend, Deschutes County and other cities and counties outside the MPO study area

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 2014-15, 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 after the first phase of the MTP update is completed (Subtask A above). MPO staff will work with ODOT and local agencies to organize the necessary data and information necessary for the strategic assessment. A detailed overview of the strategic assessment process will be provided to the TAC and Policy Board prior to initiation of the work. A summary of the findings from the strategic assessment will be developed and presented to the CAC, TAC, and Policy Board.

Budget: \$9,024

Percent of Task Budget: 5%

Deliverables: Participation in committee meetings (if applicable)
Outreach and information to the BMPO committees and the public
Compiled data and information necessary for the strategic assessment
Detailed overview of the strategic assessment process (to be presented to the TAC and Policy Board prior to initiation of the assessment
Summary of the findings from the strategic assessment (to be presented to the CAC, TAC, and Policy Board)

Timeframe: 3rd & 4th Quarters

Lead Agency: Bend MPO

Other Agencies Involved: ODOT, DLCD and City of Bend

Subtask D. Regional Transit Vision: The Bend MPO and the Central Oregon Intergovernmental Council (COIC) recently completed a Bend Transit Plan and Regional Transit Master Plan. These documents are comprehensive, technical, and very lengthy, and serve very well to provide a technical basis for service delivery and expansion. However, they were not prepared with an eye to public relations or simplicity. Neither process had sufficient funding to develop and distribute an Executive Summary "Vision" to facilitate understanding among partner organizations, stakeholder groups, and the general public.

Budget: \$2,155

Percent of Task Budget: 1%

Deliverables: The primary goal of the Transit Planning Vision/Executive Summary will be to provide a simple summary of the two transit plans as well as a compelling vision of what transit is and can be for Central Oregon. The Vision will help do the following:
Serve as a quick summary (Executive Summary) of the outcomes of the Bend Transit Plan and Regional Transit Master Plan;
Explain what transit is and why it is useful to Central Oregonians;
Paint a picture of the future transit system in Central Oregon to the public, stakeholders, and decision-makers;

Articulate the economic, social, and environmental values and benefits provided by transit and how transit can contribute to community well-being

Timeframe: 1st Quarter

Lead Agency: Bend MPO

Other Agencies Involved: Cascade East Transit, COIC

Task 3 Estimated Timeline

Subtask Letter/Title		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
A	MTP Update				
B	TRIP 97				
C	Climate Change				
D	Regional Transit Vision				

TASK 4: Travel Demand Modeling and Data Collection/Analysis

FHWA PL Funding	\$52,008
FTA Funding	3,000
STP Funding	<u>2,445</u>
Total Task 4	\$57,454
Percent of Total Budget	9%

Description: The primary focus of this task is development and maintenance of the travel demand model. Work in fiscal year 2014-15 will include development and completion of the Bend-Redmond travel demand model, updating the existing Bend MPO model for use in the first phase of the MTP update (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 is requiring significant effort from both the BMPO and TPAU, including revised and extended land use forecasts and updated zones and networks. BMPO staff will continue to work with ODOT Region 4, ODOT TPAU and local agencies to update the land use data for the existing MPO travel demand model and the new Bend-Redmond 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, the MPO will use two modeling tracks. The first will include an update to the existing Bend MPO travel model. ODOT and the MPO are working concurrently to develop a new Bend-Redmond travel demand model. A detailed model project schedule is available.

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

Budget: \$ 22,227

Percent of Task Budget: 38.7%

Deliverables: Updated Bend MPO travel demand model; New Bend-Redmond travel demand model; Model runs and output data to support the MTP update, TPR analysis and assessment of alternative mobility standards

Timeframe: Updated Bend MPO travel demand model: 1st quarter
Bend-Redmond travel demand model: 3rd quarter
MTP and TPR related modeling: 1st - 4th quarters

Lead Agencies: Bend MPO and ODOT

Other Agencies Involved: FHWA, FTA, 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, land use planning studies) 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: \$ 2,918

Percent of Task Budget: 5.1%

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

Timeframe: Ongoing: July – June

Lead Agency: Bend MPO

Other 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: \$ 2,334

Percent of Task Budget: 4.1%

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

Timeframe: Ongoing: July – June

Lead Agency: ODOT

Other Agencies Involved: Bend MPO and FHWA

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. 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 4th quarter of FY 2012-13. Staff time will be dedicated to presenting the data to MPO committees, and other interested parties and using the data to assist with development of performance measures (Task 3).

Budget: \$ 2,964

Percent of Task Budget: 5.2%

Deliverables: Presentation of data summary to MPO committees and other interested parties

Assessment of how to use the data for performance measures

Timeframe: 1st and 2nd Quarters

Lead Agency: ODOT

Other Agencies Involved: Bend MPO

Subtask E. Data Collection/Analysis

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

Budget: \$27,011

Percent of Task Budget: 47%

Safety Program: In FY2012-13 and FY2013-14, MPO and city of Bend staff reviewed and organized crash data, identified options for 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 FY2014-15, MPO staff will continue to provide data support and assistance with development of crash reports. This information will be used to help address the federal safety performance measures and develop grant applications for the ODOT HSIP funding program.

Deliverables: Maintained and updated crash database and Safety Program Reports

Timeframe: Ongoing: July – June

Lead Agency: Bend MPO

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 FY2014-15, MPO staff will: 1) participate in a bicycle and pedestrian data storage research project being led by Portland State University staff, 2) 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), and 3) coordinate volunteers to collect bicycle and pedestrian volumes 2-4 times (for periods of approximately 3 days) during the fiscal year.

Deliverables: Participation in Portland State University bike and pedestrian data storage research project

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

Bicycle and pedestrian data (and summary reports) for locations throughout Bend

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

Bicycle and Sidewalk Improvement Priorities & Counts: In FY2013-14, MPO staff worked closely with City staff and an advisory group to prioritize bicycle and sidewalk projects throughout Bend. The City is using the prioritized project lists to prioritize CIP funding. Work in FY2014-15 may include some final reporting and presentations on the priorities and seeking additional funding sources to implement the project priorities. There may also be work with consultant staff to help develop the NCHRP07-17 bicycle and pedestrian prioritization criteria.

Additionally, the MPO coordinates collection of bicycle and pedestrian counts 3-4 times per year at select locations throughout Bend. The counts are primarily collected by citizen volunteers. Additionally, some counts are collected by ODOT using video equipment and by Bend Park and Recreation District using automated counters.

Deliverables: Prioritized bicycle and sidewalk projects
Summary report and presentation of priorities
Grant applications for project implementation
Bicycle and pedestrian counts

Timeframe: Ongoing: June - July

Lead Agencies: Bend MPO and City of Bend

Other Agencies Involved: ODOT

Task 4 Estimated Timeline

Subtask Letter/Title	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
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 FY2014-15 budget is shown on the following tables and graph.

Fiscal Year 2014/15 Budget Summary ¹			
			Appropriations
Beg. Working Capital	\$ 90,000	By Budget Category:	
FHWA PL₂		Personnel Services	\$ 256,842
Prior Year Authorization	172,077		
Current Year Authorizations:		Materials & Services	121,361
Federal Share	150,710	Interest Expense	1,000
State Match	17,249	Inter-Agency Charges	60,935
FTA Section 5303		Loan Repayment	90,000
Prior Year Authorization	-	Contingency	85,000
Current Year Authorization	48,224		\$ 615,138
Other Sources-STP Funding		By Task:	
2011-2012 FFY (after exch)	35,478	Task 1: Dev. & Program Management	\$ 324,610
Other Sources-OMPOC/MISC	2,400	Task 2: Short Range Planning	53,771
Total Grant Funding	426,138	Task 3: Long Range Planning	179,303
City of Bend Loan	85,000	Task 4: Regional Travel Demand Modeling	57,454
In-kind Local Match ₂	14,000		\$ 615,138
Total Budgeted Resources	\$ 615,138	Total Budgeted Appropriations	\$ 615,138

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

² 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 8 of Resources for in-kind match estimate from Growth Management in the Line Item Budget on page 9 of the 2013-14 BMPO Budget document located at www.bendoregon.gov/mpobudget

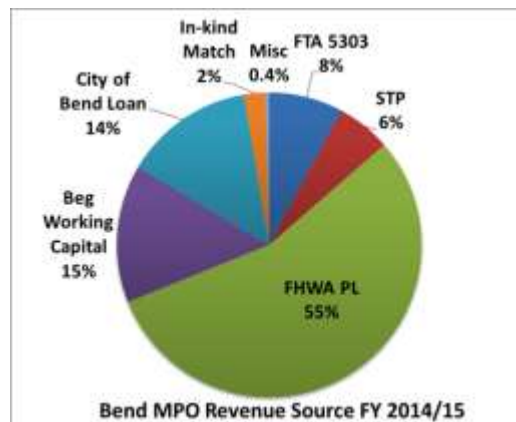
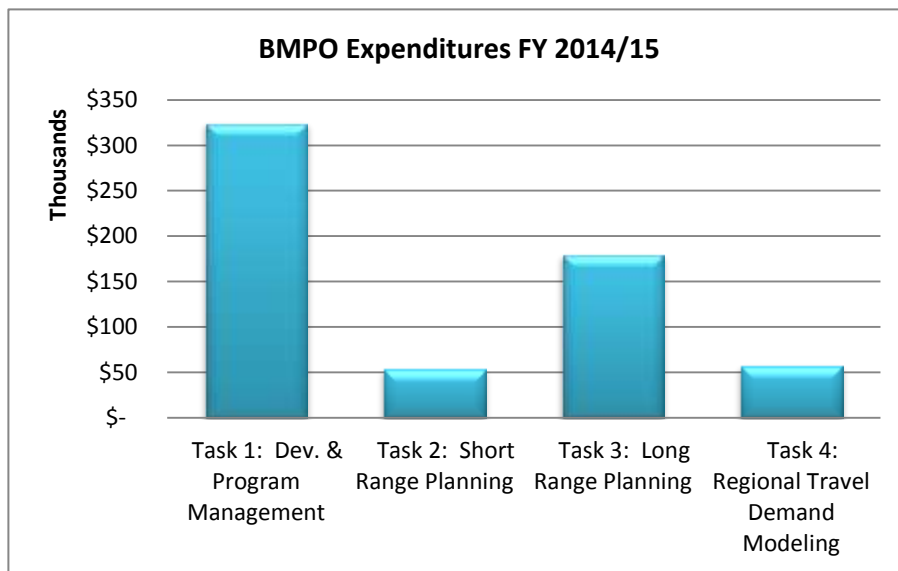
As shown in the above table, the 2014-15 budget includes both prior year and current funding authorizations. The 2014-15 work program includes significant work tasks and assumes full expenditure of prior year authorizations with STP funds to complete necessary portions of the MTP update as required by 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 by funding the completion of the Bend MTP update. More information on this plan update can be accessed at www.bendoregon.gov/mtp. This funding source has not been utilized in previous years for planning purposes. STP funds have historically been used for city of Bend street preservation programs. In 2012, the BMPO Policy Board allocated \$140,000 in funding for the BMPO planning activities and again in 2013, the BMPO Policy Board allocated \$100,000 in funding for the BMPO planning activities. These funding decisions were made through Policy Board action at regular meetings. Details of the meeting decisions are provided on the Bend MPO Policy Board webpage located at www.bendoregon.gov/mpo.

Financial Polices

The Bend MPO relies on the federal framework for handling and distributing funding. 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 2014-15

Bend MPO Proposed Budget FY 2014/15									
Line No.	Account Description	FY11/12 Actuals	FY12/13 Actuals	Budget	FY 2013/14 Actuals @3/31/14	Projected	FY 2014/15 Proposed	FY 2014/15 Approved	FY 2014/15 Adopted
Resources:									
1	Beginning Working Capital	135,000	45,000	90,000	50,000	50,000	90,000	90,000	
2	Federal Passthrough DOT	258,484	273,072	371,440	166,918	325,689	406,489	406,489	
3	ODOT Grant	-	9,733	-	-	-	-	-	
4	State Match for MPO's	23,426	20,813	17,249	11,124	17,249	17,249	17,249	
5	Miscellaneous	30,240	-	-	300	300	2,000	2,000	
6	Donations/Contributions	-	4,519	2,000	200	2,000	400	400	
7	Other Miscellaneous	411	358	300	468	600	-	-	
8	Transfer from In-kind Match	13,445	16,043	13,000	-	14,000	14,000	14,000	
9	Loan from General Fund	45,000	50,000	90,000	-	90,000	85,000	85,000	
10	Local Funding for Trip97	70,000	-	-	-	-	-	-	
11	Total Resources	576,006	419,538	583,989	229,010	499,838	615,138	615,138	
Requirements:									
12	Regular Salaries	145,754	147,402	150,549	113,663	150,549	159,504	159,504	
13	Other Payouts	-	-	-	726	-	10,249	10,249	
14	FICA	10,635	10,795	11,284	8,428	11,284	12,760	12,760	
15	Unemployment	2,394	2,158	753	572	753	170	170	
16	PERS & OPSRP	19,985	20,136	25,277	14,996	25,277	22,862	22,862	
17	Disability Insurance	546	403	422	318	422	447	447	
18	Health Insurance	4,875	-	-	-	-	-	-	
19	Life Insurance	181	230	234	176	234	240	240	
20	Workers Compensation Ins	278	288	345	222	345	448	448	
21	PERS Debt Service	5,101	5,159	4,516	4,004	4,516	5,093	5,093	
22	Section 125 Benefits	213	240	240	140	240	240	240	
23	OPEB Funding	4,499	4,512	4,044	3,033	4,044	4,044	4,044	
24	High Deduct-Premium	19,359	24,856	25,777	18,037	25,777	27,066	27,066	
25	High Deduct-Deductible	6,643	8,666	8,000	6,000	8,000	8,000	8,000	
26	High Deduct-Coinsurance	-	2,958	2,500	78	2,500	2,500	2,500	
27	Premium Dental Insurance	2,066	2,736	2,953	2,123	2,953	3,219	3,219	
28									
29									
30	Personnel Services	222,529	230,539	236,894	172,516	236,894	256,842	256,842	
31									
32	City Pd Employee Parking	-	-	-	-	-	720	720	
33	Mileage Reimbursement	333	464	350	71	350	350	350	
34	Meals & Lodging	1,008	396	1,050	728	1,050	1,050	1,050	
35	Conferences & Seminars	1,115	230	1,500	590	1,500	1,500	1,500	
36	Dues & Subscriptions	878	1,025	1,000	812	1,000	1,000	1,000	
37	Printing & Copies	46	-	100	60	100	100	100	
38	Advertising	-	2,003	2,000	59	2,000	2,000	2,000	
39	Copier	1,819	1,167	500	446	500	500	500	
40	Audit/Accounting Services	8,890	9,262	9,500	9,605	9,605	9,800	9,800	
41	Outside Legal Services	1,175	621	1,500	392	1,500	1,500	1,500	
42	Consultants	102,538	13,856	75,580	2,838	46,789	100,291	100,291	
43	External Meeting Expense	27	418	2,300	-	2,300	2,300	2,300	
44	Telephone-Long Distance	-	-	50	-	50	50	50	
45	Postage	163	47	100	4	100	100	100	
46	Office Supplies	-	65	100	50	100	100	100	
47									
48	Material and Services	117,992	29,554	95,630	15,655	66,944	121,361	121,361	
49									
50	Interest on General Fund Loan	870	453	1,000	255	800	1,000	1,000	
51									
52	Interest	870	453	1,000	255	800	1,000	1,000	
53									
54	Loan Repayment-Gen Fund	135,000	45,000	90,000	50,000	50,000	90,000	90,000	
55									
56	Transfer-Risk & Training	700	700	800	600	800	800	800	
57	Transfer-Information Tech	9,400	9,800	10,500	7,875	10,500	10,500	10,500	
58	Transfer-Facility Management	6,000	9,800	10,500	7,875	10,500	10,500	10,500	
59	Transfer-Admin & HR	3,500	4,900	5,200	3,900	5,200	5,200	5,200	
60	Transfer-Finance	5,800	4,200	3,700	2,775	3,700	3,700	3,700	
61	Transfer - Purchasing	-	-	900	675	900	900	900	
62	Transfer-Insurance Fund	900	500	600	518	600	600	600	
63	Allocation-Engineering	-	-	4,500	3,375	4,500	4,500	4,500	
64	Allocation-PW Admin	13,000	9,400	-	-	-	-	-	
65	Transfer-ODOT Safety Grant Police	-	5,194	-	-	-	-	-	
66	Transfer - Planning MTP Update	-	1,405	17,122	-	4,000	9,735	9,735	
67	Transfer-Information Tech	1,871	2,050	3,643	294	500	500	500	
68	Transfer-Internal Engineer Match	13,445	16,043	13,000	-	14,000	14,000	14,000	
69	Total Interagency Charges	54,616	63,992	70,465	27,887	55,200	60,935	60,935	
70									
71	Contingencies	-	-	90,000	-	-	85,000	85,000	
72									
73	Total Contingencies	-	-	90,000	-	-	85,000	85,000	
74									
75	Total Requirements	531,007	369,538	583,989	266,313	409,838	615,138	615,138	
76									
77	Ending Working Capital	44,999	50,000	-	(37,303)	90,000	-	-	

FIGURE 1 - BMPO Study Area Map

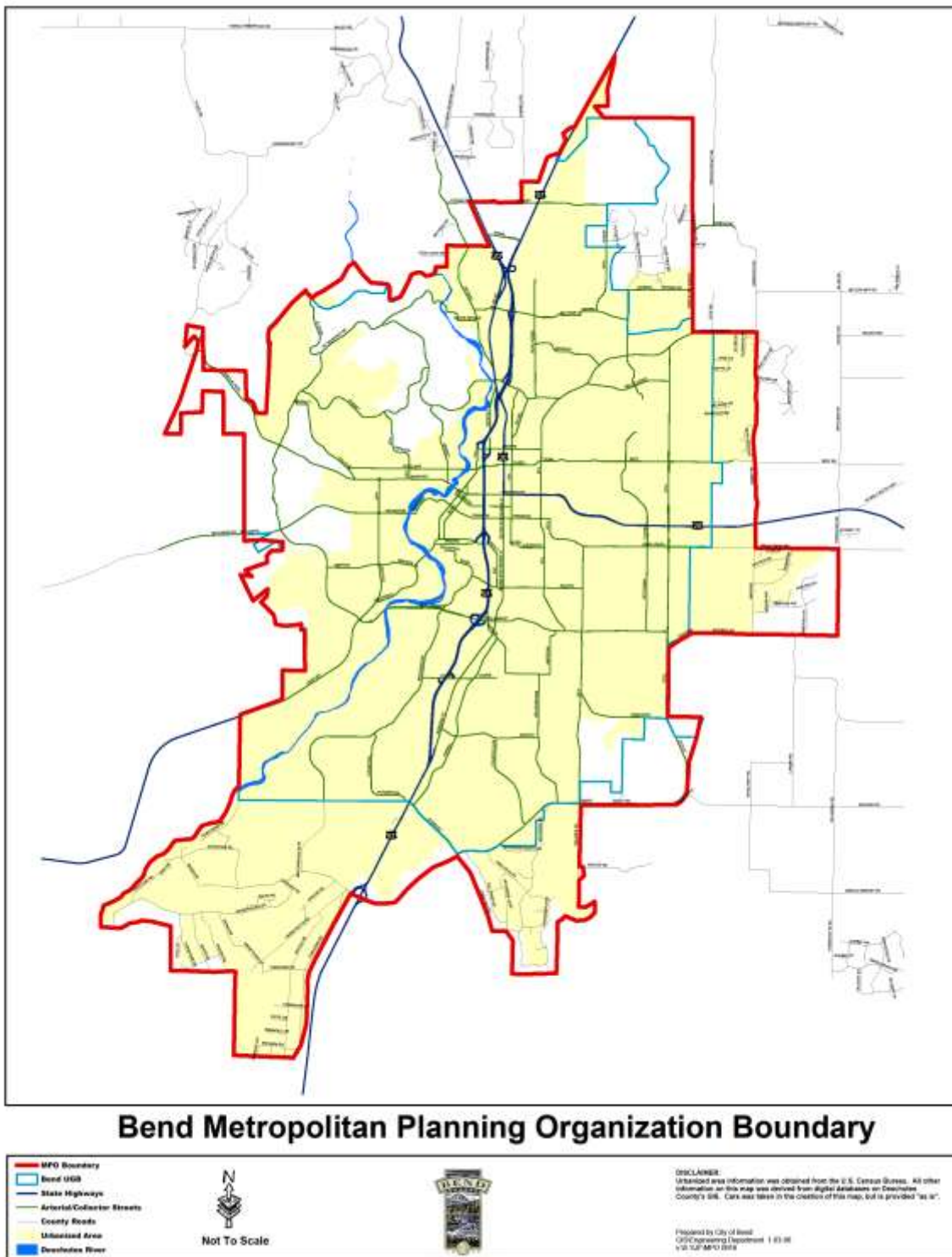
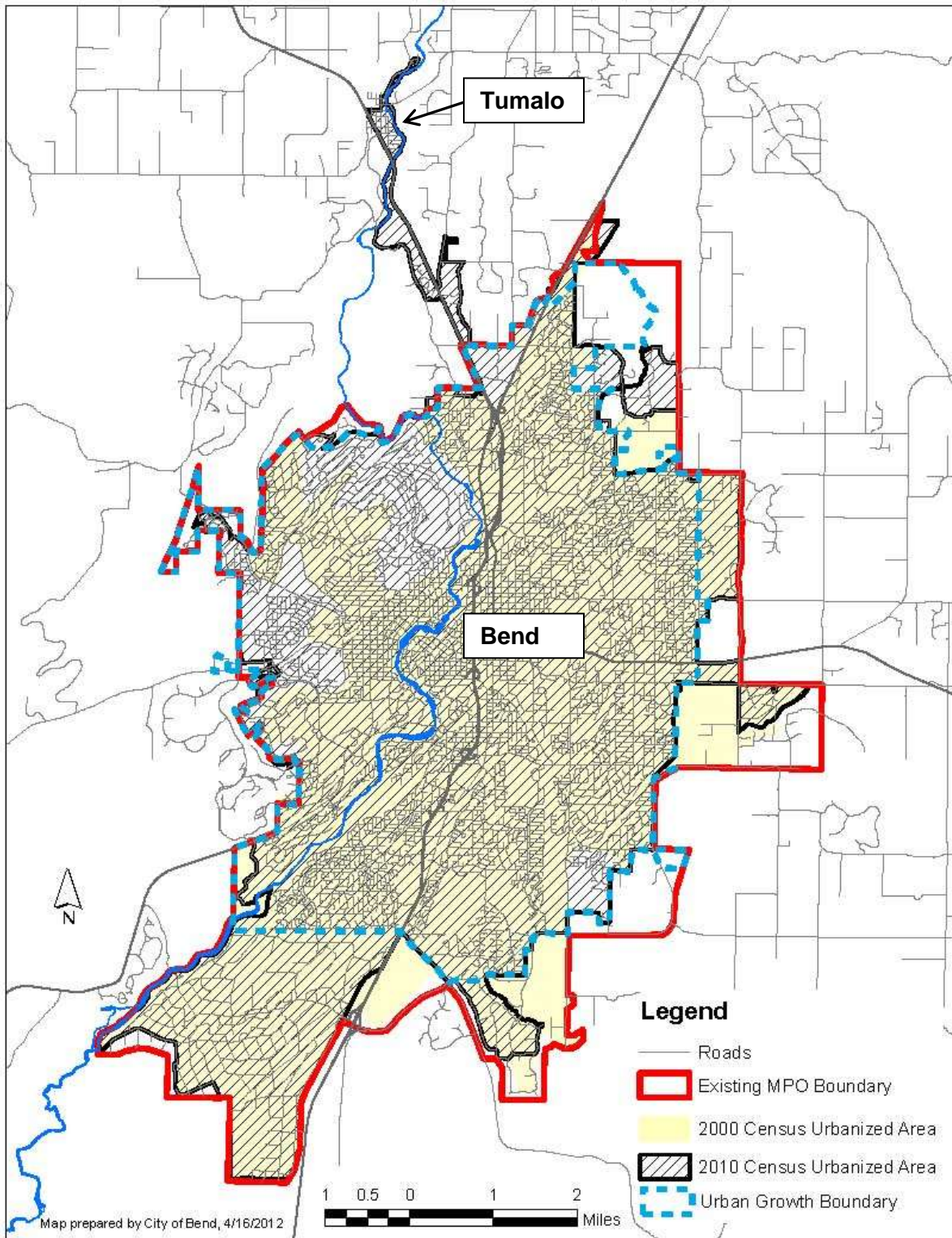


FIGURE 2 - Revised BMPO Urbanized Area Map



APPENDIX A: Summary of Deliverables & Products from the 2014 - 15 UPWP

Task 1.0 Program Management

- Approved & executed contracts
- Summary of MPO agreements
- 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, Facebook page and email lists
- Maintained and updated Title VI/EJ Plan and Complaint Procedure
- Updated Title VI/EJ Plan reflecting 2010 Census data
- Title VI/EJ assessment of MTP and MTIP
- BMPO responses to state and federal legislative proposals/initiatives
- BMPO responses to State planning rule changes
- Implementation of public involvement strategies
- Summary of proposed changes/updates to public participation plan
- 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
- Adopted 2015-2018 MTIP
- 2015-2018 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
- Bike share feasibility assessment
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtask H)

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
- Bend MPO and Transit Planning creation of a Vision/Executive Summary to provide a synopsis of the goals and objectives identified of the Bend Transit Plan and Regional Transit Master Plans.

Task 4.0 Travel Demand Modeling & Data Collection/Analysis

- Updated MPO area travel demand model to reflect the updated MTP
- New Bend-Redmond travel demand model
- 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
- Bicycle and sidewalk improvement priorities

APPENDIX B: List of Transportation Planning Acronyms

BMPO: The Bend Metropolitan Planning Organization, the federally designated regional transportation planning organization for Bend. 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 represents a geographic area slightly larger than the city of Bend.

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

DLCD: Department of Land Conservation and Development, the department responsible for guiding land use policy in Oregon. State agency that assists cities and counties in applying Oregon's land use laws, and aids in assuring compliance with Oregon's statewide planning goals and guidelines.

EIS: Environmental Impact Statement, a document written to inform the public that a proposed project will result in significant environmental impact(s). NEPA requires that if a project results in a significant impact, the proposing or lead agency is required to consider at least one other build alternative in an effort to reduce those impacts. 771.123 (c) calls for the evaluation of all reasonable alternatives to the action and discuss the reasons why other alternatives, which may have been considered, were eliminated from detailed study. Reference: 23 CFR 771.123 and 771.125.

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

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

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.

LCDC: Land Conservation and Development Commission, a seven member citizen commission from around the state that sets long-term policy (together with the state legislature). When certain major local land use decisions (such as urban growth boundary amendments) are appealed, LCDC hears those cases and resolves the appeals.

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.

MTIP: Metropolitan Transportation Improvement Program, an MPO's Transportation Investment Program, which identifies project scopes, budgets and timing for delivery within the MPO.

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.

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

OTC: Oregon Transportation Commission

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

PERS: Public Employees Retirement System

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.

UGB: Urban Growth Boundary

An officially adopted and mapped boundary that separates an urban area from surrounding rural lands. All cities in Oregon are required to have a 20-year supply of land for housing and employment in the Urban Growth Boundary.

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 2015.

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 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
- 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 and Construction 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 2014-15 fiscal year. The status of each project varies significantly. For information about public engagement opportunities, please refer to the project websites. Each project is described below.

1) US97 Bend North Corridor Project

Project Lead: ODOT Region 4

Project Timeline: Draft EIS Summer 2011, Final EIS Summer 2014, Record of Decision Fall 2014

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

Website: <http://www.us97solutions.org/>

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 evaluated a range of reasonable alternatives and disclosed the potential impacts of those alternatives on the natural, social, and economic environment.

2) US 97/Murphy Road Overcrossing

Project Lead: ODOT Region 4

Project Timeline: Construction started summer 2013

Project Budget: \$29,015,000 (\$3,200,000 for engineering, \$25,815,000 for right-of-way acquisition, utility relocations, and construction)

Website:

<http://www.oregon.gov/ODOT/HWY/REGION4/Pages/us97-murphyrd/US97-MurphyRd.aspx>

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.

3) Reed Market Road: US 97 to 27th Street

Project Lead: City of Bend

Project Timeline: Construction started summer 2013

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

Website: <http://www.bend.or.us/index.aspx?page=705>

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.

4) Skyliners Road: Bend City Limits to Tumalo Creek

Project Lead: Deschutes County

Project Timeline: Construction is expected to begin in summer 2015

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

Website: <http://www.wfl.fhwa.dot.gov/projects/or/skyliners/>

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.

5) 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). The UGB process is scheduled for completion in 2017.

Website: <http://www.bend.or.us/index.aspx?page=613>

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.

6) City of Bend Transportation Data Program

Project Lead: City of Bend

Project Timeline: Phase 1 completed June 2012. A schedule for Phase 2 has not been developed.

Project Budget: to be determined

Website: <http://www.bend.or.us/index.aspx?page=718>

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.

7) City of Bend Safety Program

Project Lead: City of Bend

Project Timeline: Phase 1 completed December 2012. Phase 2 started summer 2013.

Project Budget: \$150,000-\$200,000 for planning and preliminary design

Website: <http://www.bend.or.us/index.aspx?page=117>

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. The City will issue an RFP for preliminary design services in 2014.

8) Central Oregon Rail Plan Implementation

Project Lead: ODOT Region 4

Project Timeline: to be determined

Project Budget: To be determined

Website: www.oregon.gov/.../central_oregon_rail_plan/central_oregon_rail_plan.aspx

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.

9) Bend Central District MMA

Project Lead: City of Bend

Project Timeline: Study to be completed June 2014

Project Budget: Unknown (TGM funded project)

Website: <http://bendcentralmma.org/>

The project will serve future multimodal (such as biking, walking, taking transit) transportation needs and provide opportunities for improved connectivity, safe access, and mobility within the area known as the Bend Central District (includes 3rd Street corridor).

The Multimodal Mixed-Use Area (MMA) Project will look at ways to improve connections for everyone traveling in the area by foot, bike, bus, car, or freight truck. The plan will look at ways to develop the area in the future to include a combination of housing, businesses, and other uses to create a vibrant area. In addition to defining the MMA, the project will develop amendments to the Bend General Plan (comprehensive plan), Transportation System Plan (TSP), and Development Code to allow future land use changes and redevelopment in the MMA.

10) West Side Integrated Land Use and Transportation Plan

Project Lead: City of Bend

Project Timeline: July 2014 thru July 2015

Project Budget: \$200,000-\$300,000 (TGM funded project)

Website: Website not yet functional

This project will cover the westside area and vicinity around the OSU Cascades campus. The project will lead to creation of a long-term land use and transportation plan for the area by conducting land use and transportation scenarios with the public, selecting a preferred scenario, and creating land use and transportation performance measures.

11) Deschutes River Trail & Parks

Project Lead: Bend Park and Recreation District

Project Timeline: completion expected May 2016

Project Budget: \$2,746,643 (Bond funded project)

Website: http://www.bendparksandrec.org/Current_Projects/deschutes-river-trail/

The bond-funded trail project goal is to acquire and develop about four miles of the Deschutes River Trail, improving segments through downtown Bend and allowing for a fully connected trail from Sunriver to Tumalo State Park. In addition, bond funds will be used to develop First Street Rapids Park which spans both sides of the Deschutes River at First Street on the west side and Revere Avenue.

12) Sunriver to Lava Butte Multi-Use Path

Project Lead: ODOT Region 4

Project Timeline: completion expected fall 2014

Project Budget: \$2,300,000

Website:

<http://www.oregon.gov/ODOT/HWY/REGION4/Pages/Lava-Lands-Visitor-Center-to-Sunriver-Multi-Use-Path.aspx>

Construct a 5.5-mile paved, multi-use path between Sunriver, Benham East Day Use Area and Lava Butte, and install traffic and wayfinding signs along the path.

Currently, there is not a safe, accessible way for pedestrians and bicyclists to travel between Sunriver, Benham East Day Use Area and Lava Butte. The path will create a new connection for bicyclists and pedestrians between the three tourist destinations. The path is a critical component of the overall plan to provide a multi-use path from Sunriver to Tumalo State Park.

13) U.S. 97 Romaine Village Way - Lava Butte

Project Lead: ODOT Region 4

Project Timeline: completion expected summer 2016

Project Budget: \$5,500,000

Website:

<http://www.oregon.gov/ODOT/HWY/REGION4/Pages/US97-RomaineVW-LavaButte.aspx>

Widen US 97 by 6-8' to the west and install concrete median barrier from Baker Road to Lava Butte, with the exception of in front of the High Desert Museum. Repave approximate 4.6 miles of highway from Romaine Village Way to the weigh station. Upgrade signs and guardrails, as necessary, and install shoulder rumble strips

14) U.S. 20 at 8th Street Signal Project

Project Lead: ODOT Region 4

Project Timeline: completion expected summer 2015

Project Budget: \$700,000

Website: <http://www.oregon.gov/ODOT/HWY/REGION4/Pages/US20-at-8thStreet.aspx>

Replace the traffic signals and poles at the intersection of U.S. 20 (Greenwood Ave.) and 8th Street in Bend. Reconstruct the corners at the intersection and upgrade the sidewalk ramps to meet current ADA standards. The project will also correct drainage problems and replace existing grates and inlets.

15) S. 3rd Street Pedestrian Access Project

Project Lead: City of Bend (through ODOT Region 4 Local Programs)

Project Timeline: design completion expected summer 2015

Project Budget: \$586,000

Website: <http://bendoregon.gov/index.aspx?page=71>

Flexible Funds were secured to design pedestrian improvements on 3rd Street from Franklin Avenue to Murphy Road. Additional funding thru the ODOT Enhance It process has been secured to construct the sidewalk and curb ramps.

16) City of Bend Transportation CIP update

Project Lead: City of Bend

Project Timeline: 2014-2015

Project Budget: \$200,000

Website: Website not currently available

The City of Bend will conduct an update of its transportation CIP priorities. The process will involve a method to prioritize and rank projects and include public engagement.

APPENDIX E: BMPO Self-Certification

Resolution Number 2014-03

For the Purpose of Approving the FY2014-15 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 carryout 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 15th day of May, 2014

Yes: 4

No: 0

Authenticated by the Chair this 15th day of May, 2014.



Mark Capell, Chair MPO Policy Board

Attest:



Tyler Deke, MPO Manager

Metropolitan Transportation Planning Self-Certification for the Bend Metropolitan Planning Organization (BMPO) Fiscal Year 2014-2015

The following is to demonstrate 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, Oregon Department of Land Conservation and Development (DLCD), and the Deschutes County Bicycle and Pedestrian Advisory Committee. Non-voting, advisory members include the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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

Describe the Physical Boundaries/Provide a Map

The Bend Urban Area includes the lands within the City of Bend urban growth boundary and the adjoining urbanized areas of Deschutes County. The area is shown on the attached maps (Figures 1 and 2).

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 agreement between the ODOT and BMPO for FHWA planning funds and FTA Section 5303 funds; and
2. Agreement between ODOT, BMPO, and the City of Bend (public transit provider) outlining the roles and responsibilities for planning projects. The MPO will update this agreement in FY2014-15.
3. Agreement between BMPO and ODOT Transportation Planning Analysis Unit regarding travel demand model development, maintenance, and usage. The agreement terminated in FY2013. In the future, BMPO will work with ODOT TPAU through the UPWP process to identify modeling needs.
4. Agreement between BMPO, ODOT, City of Bend 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. This agreement was never signed by the City of Bend. The MPO will update this agreement in FY2014-15.
5. Agreement between BMPO and ODOT identifying roles, responsibilities and funding commitments for the TRIP 97 planning process. Phase 1 of the TRIP 97 project is complete. Depending on the scope of work and funding partners, this agreement may be extended.
6. Agreement between BMPO and ODOT identifying roles, responsibilities and funding commitments for the TRIP 97 planning process. Phase 1 of the TRIP 97 project is complete. Depending on the scope of work and funding partners, this agreement may be extended.

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. The agreement was extended indefinitely in July 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. The agreement needs to be revised to include Cascades East Transit as the operator of the transit system. The MPO will update this agreement in FY2014-15.

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. Phase 1 of the TRIP 97 project is complete. Depending on the scope of work and funding partners, this agreement may be extended.

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 and DLCD 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 FY2013-14 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 fall 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 developing 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 January 2014 was 8.6%. The unemployment rate spiked at 16.4% in May 2009. The unemployment rate in Deschutes County has dropped significantly over the past year. The Bend MSA continues to experience sustained economic growth. Over the past year, Deschutes County gained jobs at a faster pace than any other metropolitan area in Oregon. 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 January 2014 was 10.9%. The unemployment rate in Crook County spiked at 22.4% in June 2009. The seasonally adjusted unemployment rate in Jefferson County (north) in January 2014 was 9.7%. The unemployment rate in Jefferson County spiked at 16.2% in May 2009.

The MPO is involved in the US 97 North Corridor 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 was initiated in fall 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, regional prioritization of projects, 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 to: 1) present a series of workshops on safe bicycle commuting; 2) to create a media campaign targeting drivers and cyclists on the following safety topics: a) Drunk Driving, b) Bicycle Wrong Way Riding, and c) See and Be Seen (nighttime pedestrian safety campaign), including several public service announcements targeting transportation system users, printing and distribution of posters and coasters at local events and in local establishments; and 3) to develop pedestrian and driver safety materials and materials targeted specifically for the three pedestrian rectangular rapid flash beacons (RRFBs) on US 97 and US 20.

Other safety items include:

- The MPO continues to work with City of Bend staff to assess crashes on the city system. A summary report was developed in the 2nd 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 2014. 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 and an advisory committee to prioritize sidewalk and bicycle facility needs. Work on this effort will conclude summer 2014. The outcome of that effort will directly impact City of Bend CIP funding. It will also be the main source of information for bicycle and pedestrian facility grant applications. The implemented projects will help improve bicycle and pedestrian system safety.
- 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 Commute Options staff to develop Safe Routes to Schools grant applications (Commute Options has received many grants to conduct bicycle education safety programs at several elementary schools throughout the MPO area).
- 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 and the transport of hazardous materials through the MPO area. 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 was 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 land use development. Specific recommendations for zoning changes and development code changes are identified. The City of Bend will consider those recommendations through its urban growth boundary planning process.

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. 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 be completed in calendar year 2012.

ODOT has programmed funding through prior STIP documents to replace several old traffic signals on US 20 in Bend. Installation of new signals and controllers 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

The draft STIP also includes funding to implement additional components of the central signal system and installation of incident response cameras along US 97 in Bend.

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. The overall condition (measured through the City PCI) of the City street system is declining. It is anticipated additional financial support will be needed in the future to stop the deterioration and begin to improve the overall condition of the system.

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. The MPO is also a partner in the TRIP 97 planning effort (additional information provided earlier in the document).

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. In addition, COIC is seeking to update and enhance the coordinated plan. If funding is made available for that effort, the MPO will participate in the process.

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 developed a regional Transit Master Plan (TMP) and regional Park-and-Ride Plan. The TMP includes an emphasis on the inter-city transit system in Central Oregon. The Park-and-Ride (PnR) Plan focuses on PnR needs throughout Central Oregon and ODOT Region 4. The MPO participated on the management teams for those projects. Those projects 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.

j. The MPO is updating the MTP. The MPO will utilize multiple methods to engage the public. A new option that will be provided will be the ability to provide comments through the MPO website on draft materials.

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 updated the PPP in the 1st and 2nd quarters of FY2013-14. The FY2014-15 UPWP includes In FY2014-15, MPO staff will review several current Public Participation Plans from other MPOs and identify possible changes to the Bend MPO PPP. Those changes will form the basis for a PPP update in FY2015-16. 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 3rd Street, a former state highway. The project will receive grant funding. The grant funds will be used to significantly improve access along 3rd 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 approximately 1,400 curb ramps and installed approximately 23,000 square feet of accessible sidewalks over the past 5 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. As noted above, the City has constructed or reconstructed approximately 1,400 curb ramps and installed approximately 23,000 square feet of accessible sidewalks over the past 5 years and will continue to improve curb ramps in the future.

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 hours' 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 (FY2014-15), 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. For further

information about older American policies within the Bend MPO study area, please refer to the Bend MPO Title VI and Environmental Justice Plan.

<http://www.bend.or.us/index.aspx?page=126>

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. For further information about gender discrimination policies within the Bend MPO study area, please refer to the Bend MPO Title VI and Environmental Justice Plan.

<http://www.bend.or.us/index.aspx?page=126>

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. For further information about individuals with disabilities policies within the Bend MPO study area, please refer to the Bend MPO Title VI and Environmental Justice Plan. <http://www.bend.or.us/index.aspx?page=126>

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 15th day of May 2014.



Mark Capell, BMPO Policy Board Chair

CERTIFIED by the Oregon Department of Transportation Region 4 on the ___ day of _____ 2014.

Bob Bryant, ODOT Region 4 Manager

CERTIFIED by the Oregon Department of Transportation Public Transit Division on the ___ day of _____ 2014.

Hal Gard, ODOT Public Transit Division Interim Administrator