

Unified Planning Work Program 2016 - 2017



BMPO Bend Metropolitan
Planning Organization

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Resolution Number 2016-02
Bend Metropolitan Planning Organization Policy Board

For the Purpose of Adopting the Fiscal Year 2016-2017 Unified Planning Work Program for the Bend Metropolitan Planning Organization

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

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

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

WHEREAS, the BMPO has developed a UPWP for fiscal year 2016-2017, 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 2016-2017

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP and budget for fiscal year 2016-2017.

Adopted by the Bend Metropolitan Planning Organization the 16th day of May, 2016.

Yes: 4 No: 0

Authenticated by the Chair this 16th day of May, 2016.



Anthony DeBone, Chair

Attest:



Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

Policy Board

Anthony DeBone, Chair, Deschutes County
Doug Knight, Vice-Chair, City of Bend
Gary Farnsworth, ODOT
Barb Campbell, City of Bend
Nathan Boddie, City of Bend

Technical Advisory Committee

Damian Syrnyk, 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
Amy Pfeiffer, ODOT Region 4
Joe Viola, Central Oregon Community College (COCC)
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Vacant, Citizen
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Jeff Monson, Commute Options
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Nick Fortey, Federal Highway Administration*
Ned Conroy, Federal Transit Administration*
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Bend Metropolitan Planning Organization Unified Planning Work Program 2016-2017

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 2017¹ 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 stagnant or decreasing funding for all types of transportation projects, limited public transportation, the demand for improved transportation options, and the preservation of “quality of life”. In Central Oregon, rapid population growth and development continues to highlight 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.

Transportation is considered an important component of overall economic competitiveness. To help address these issues, the MPO in conjunction with its local partners has undertaken and participated in many efforts to improve the safety and efficiency of all modes of transportation and better coordinate the transportation system with the land use system.

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 Fixing America’s Surface Transportation (FAST) act guidelines and the code of federal regulations, the 2016-2017 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, 2016 to June 30, 2017. The work program was developed to

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, 2016 is numbered FY 2017. The federal fiscal year 2017 begins October 1, 2016 and runs through September 30, 2017.

serve these specific objectives:

1. Define work activities to meet the needs of local, state, and federal agencies in accordance with applicable transportation requirements.
2. Identify funding sources and shortfalls for work to be completed.
3. Coordinate work activities and relationships (both internal and external).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

UPWP Development Process

The UPWP helps direct organizational activities by determining staff duties, ensuring those duties are connected with the UPWP's goals, objectives and principal themes, and facilitating structured information sharing among staff. It is important to note that when defining roles and directing organizational activities, the Work Plan is comprehensive; it is not just for senior management and not just for training.

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 local priorities, federal legislation and Planning Emphasis Areas such as;

- Federal legislation implementation strategies
- Performance based planning and programming
- Regional approach to transportation planning with transit, state and local agencies,
- Access to essential services in the event of natural disasters.

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. Development of this work program was coordinated with FHWA, FTA, ODOT, BMPO Technical 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.

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 closeout².

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 then 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 stakeholder groups, the 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 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 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 Board of Commissioners, 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 (IGA) with the City of

² Closeout reports are produced after the conclusion of each fiscal year. They compare the actual revenues received during the fiscal year with the most recent revenue estimates.

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 Freight Advisory Committee (FAC)

The FAC has been inactive for several years, but may meet in FY2016-17 to revisit freight specific issues identified in the Metropolitan Transportation Plan (MTP). The FAC or interested parties from the committee will be involved in ongoing studies such as the ODOT led Parkway Study and US 97 Freight Plan.

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)	2015-16 UPWP adopted May 2015	2016-2017 UPWP to be adopted May 2016
Metropolitan Transportation Plan (MTP)	Adopted September 2014	Update to follow completion of Bend UGB expansion process (scheduled for summer 2016). Amendments may also be needed to incorporate work from US 97 planning studies
Metropolitan Transportation Improvement Program (MTIP)	2015-18 MTIP adopted September 2014	2018-21 MTIP adoption expected winter 2016-17
Annual Listing of Obligated Projects Report	FFY 2015 report completed February 2016	FFY2016 report to be completed February 2017
Title VI/Environmental Justice Plan	Most current revisions completed October 2012	ODOT updated its Title VI/EJ GIS files using the 2010 Census data. Using that information, the Bend MPO plan will be updated in the 4 th quarter of FY2015-16 or 1 st quarter of FY2016-17
Public Participation Plan	Adopted June 2009	Review of other plans scheduled for 4 th quarter of

		FY2015-16 and update expected 1 st quarter of FY2016-17
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BMPO Major Transportation Activity for Fiscal Year 2016-17

There are several issues that need to be addressed during FY2016-17, including:

- Develop scope of work to update the Metropolitan Transportation Plan to include findings and projects from other local and regional planning projects (e.g. Bend UGB expansion, Bend Central Westside Plan, Bend Parkway Study)
- Develop Parking Plan to comply with Transportation Planning Rule requirements and to help the City of Bend implement its land use efficiency measures
- Address FAST requirements (e.g. performance measures)
- Update the Transit Plan
- Participate in the many planning and project development projects underway in the Bend area
- Development of 2018-2021 MTIP
- Update the Public Participation Plan
- Update the Title VI/EJ Plan and complete an assessment of the MTIP and MTP

BMPO Activity Reductions or Deferrals

Federal funding for MPO work is declined in FY2015-16 and increased slightly in FY2016-17. To compensate for the funding reduction, the work items will be reduced or delayed:

- Safety Report update delayed from FY2015-16 to FY2016-17. A draft report is expected in the 4th quarter of FY2015-2016.
- Citizens Advisory Committee (CAC): the CAC was disbanded in FY2015-16. The TAC was modified to include 2 citizen members
- Technical Advisory Committee: reduction in number of meetings
- Safety events such as “see and be seen” now coordinated by City of Bend staff
- Reduced public outreach such as newsletters or executive summary reports of completed planning documents or extensive website updates
- Reduction in participation in Intergovernmental/Interagency meetings
- Road Users Safety Task Force now coordinated by City of Bend staff

If additional funding were available, the MPO would participate in and potentially provide funding for the following activities:

- Implementation of the TBEST software for Cascades East Transit (will be led by CET and ODOT). TBEST (Transit Boardings Estimation and Simulation Tool) is a multi-faceted GIS-based modeling, planning and analysis tool which integrates socio-economic, land use, and transit network data into a single platform for scenario-based transit ridership estimation and analysis.
- Transition the Safety Report to a full Safety Plan
- US 97 (Bend Parkway) Facility Plan (multi-phase study to assess various issues)
- Take a more active role in the major planning projects underway in the region, including the Bend UGB process and Central Westside Plan

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. Additional future support for BMPO planning projects could come from state or federal grant programs (e.g. ODOT Traffic Records Coordinating Committee grants, Transportation and Growth Management Program grants, ODOT Public Transit grants).

BMPO staff will continue to work with ODOT Transportation Planning Analysis Unit (TPAU) through the annual UPWP process to assess travel model needs for the upcoming fiscal year and beyond.

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 2015-16

Listed below are some of the tasks completed or started by the Bend MPO in FY2015-16. Also listed are some projects that included significant MPO involvement.

Tasks Completed

- Bend-Redmond model completed
- MPO boundary expansion
 - The 2010 Census data expanded the urbanized area (UZA) to include the area north of Bend along US 20 and the boundaries of the unincorporated community of Tumalo. You can find more details of the Bend MPO boundary expansion at <http://www.bendoregon.gov/index.aspx?page=1272>
- 2015-18 MTIP maintenance
- Completion of Annual Listing of Obligated Projects
- Data support for ODOT All Roads Transportation Safety projects in MPO
- Support to City of Bend for ODOT Enhance process (2018-21 STIP)
- Acquired data management software Tableau (with grant with LCOG) and loaded available data (crash data and auto volume data)
- Updated STP funding methodology to reflect annual population forecasts from Portland State University

Additional Tasks Underway

- Bend Parking Plan to implement code strategies for the Bend Comprehensive Land Use Plan and Metropolitan Transportation Plan update that achieve a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period.
 - Downtown Parking
 - Central Westside Area
 - Citywide – update MTP with this assessment
- Bike share feasibility study to find partners, develop cost estimates, identify station locations, and determine long-term operational needs.
- Significant interagency coordination (e.g. committee participation)
- Multi-modal count program
- Title VI plan – update with new data

- Public Participation Plan – review other plans and identify best practices for PPP update in 2016-17
- City bicycle and walking safety projects: data analysis for project prioritization, event planning for open streets and community livability sessions to convey data.
- US 97 Bend Parkway Facility Plan – working with ODOT to develop scope of work for a facility plan that will identify policies and operational strategies to address forecast growth
- Land Use review for Bend
- ODOT Transportation Safety Action Plan (Policy Advisory Committee Member)
- Oregon Modeling Steering Committee Strategic Plan (committee member)



The Metropolitan Transportation Improvement Program includes projects of regional significance, like the reconstruction of Reed Market Road.
<http://www.bendoregon.gov/index.aspx?page=814>

TASK 1: BMPO Development and Program Management

FHWA PL Funding	\$157,558
FTA 5303 Funding	1,394
OMPOC Funding	800
In-kind Local Match	150
Beginning Working Capital ¹	70,000
Loan from General Fund ²	70,000
Total Task 1³	\$299,902
Percent of Total Budget	58%

¹ Beginning Working Capital from city loan received on June 30, 2016.

² Loan amount received on June 30, 2017 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 (financial administration, general administration, building rent, and computer information systems support), direct expenses (supplies, travel, printing, etc.), and paid leave (holidays, vacation and sick leave).

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. *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). These items comprise a significant percentage (89%) of Task 1 total costs.

Subtask A. Administrative tasks: Administrative tasks associated with the BMPO include the coordination and logistics for meetings of the Policy Board and TAC. The FAC may also reconvene. Meeting support activities include items such as: agenda packet preparation and distribution, public notification, and preparation of summary minutes. 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. 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. The City of Bend is implementing the LEAP (Leading Effective Applications and Processes) process to provide an integrated enterprise system for the financial and contracting programs. Significant MPO staff time to perform testing, training and implementation of the finance and contracting structure within the MPO funding accounts will occur in FY2016-17.

Deliverables:

- Committee meeting agenda packets and meeting minutes,
- Invoices to ODOT and other funding organizations,
- Maintain intergovernmental agreements and executed contracts

- Annual budget, annual audit and financial report,
- Maintain website and Facebook site (www.facebook.com/BendMetroPlanning) postings (a minimum of 4 posts per month),
- Maintained email lists, organized files, completed information requests
- 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. 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.

Deliverables:

- Monthly reports, quarterly reports,
- Amended 2016-17 UPWP,
- 2017-18 UPWP document,
- 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 C. Coordination with Statewide MPO Committees: BMPO staff and Board members regularly engage with other MPOs, state agencies, and federal agencies on matters of joint interest and to participate on 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. The MPOs agreed to use a small percentage of their federal funds to hire an OMPOC coordinator. Staff at the Lane Council of Governments will serve that coordination role. The OMPOC Board adopted a work program for the coordination work. MPO staff will be regularly engaged in the review of work completed through the work program and in updating the work program. The work program includes items (e.g. developing a framework for Title VI/EJ analysis) that will directly impact the Bend MPO.

Deliverables:

- Assist with coordination of and participation at Oregon MPO Consortium meetings;
- Review and comment on work items produced by OMPOC coordinator;
- Review and update OMPOC coordinator work program;
- Participation in the quarterly MPO/ODOT/FHWA/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 D. Public Participation: An active and ongoing public involvement process is needed to ensure the success of the BMPO. That process should supply complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in all planning and programming activities.

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

The BMPO adopted a Public Participation Plan (PPP) in fiscal year 2009 with some minor amendments in 2013. The PPP establishes a process to inform and engage members of the public and transportation stakeholders regarding the work of the BMPO.

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. As indicated in Planning Emphasis Areas the BMPO will review evaluation methods available to gauge the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision making process.

Another component of the public participation process is the TAC. The TAC includes two citizen members. The TAC advises the BMPO on all aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the

Metropolitan Transportation Plan.

In FY2015-16, MPO staff reviewed several current Public Participation Plans from other MPOs and identified possible changes to the Bend MPO PPP. Those changes will provide the basis for a PPP update in FY2016-17. Staff will work with the TAC and Policy Board to update the PPP.

Deliverables:

- Research on effective evaluation methods to measure effectiveness of the PPP
- Develop facts sheets, newsletters and BMPO project progress reports,
- Web site development, and
- Development of an updated PPP

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO

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

Subtask E. Title VI/EJ Analysis

The BMPO adopted a Title VI/EJ Plan in FY 2010-11. The Plan relied upon data from the 2000 Census. In FY2012-13, the Plan was updated using updated information from the American Community Survey. In FY2014-15, ODOT organized and developed GIS files using the 2010 Census data. In FY2016-17, MPO staff use the 2010 data to update the Title VI/EJ Plan. Additionally, in FY2016-17, the OMPOC coordinator will develop a model framework for a Title VI analysis methodology. MPO staff will be involved in the development and review of the methodology. MPO staff will use that methodology to analyze the benefits and burdens to the identified populations of the transportation system investments identified in the next MTIP (2018-21 MTIP) and MTP (tentatively 2019-2045).

Deliverables:

- Updated Title VI/EJ Plan.
- Research on methodologies to assess future MTIP and MTP documents to the effectiveness of public participation plans for engaging transportation disadvantaged and evaluating compliance with Americans with Disabilities Act

Timeframe: Updated Title VI/EJ Plan in 1st or 2nd quarter; Title VI/EJ analysis methodology in 3rd or 4th quarter

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, OMPOC and ODOT

Task 1 Estimated Timeline

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



In FY2015-16, MPO staff assisted the City of Bend in developing a grant application to replace the Archie Briggs Road Bridge over the Deschutes River. Funding to replace the bridge could be available as early as 2018.

TASK 2: Short Range Planning

FTA 5303 Funding	\$42,960
In-kind Local Match	4,920
Total Task 2	\$47,880
Percent of Total Budget	9%

Description: This task covers short term activities including STP project programming, local technical assistance, participating in local projects, and development and maintenance of the Metropolitan Transportation Improvement Program.

Subtask A. Metropolitan Transportation Improvement Program (MTIP): The 2015-2018 MTIP was completed and adopted in FY2014-15. Maintenance of the 2015-18 MTIP will continue throughout most of FY2016-17. Sponsoring agencies initiate the requested MTIP adjustments and amendments. Typically the TAC reviews proposed changes and makes recommendations to the Policy Board for its consideration. MTIP amendments are then forwarded to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP).

Development of the 2018-21 STIP was initiated in FY2015-16 and will conclude in the 2nd quarter of FY2016-17. During FY2016-17, the BMPO will work with member entities to finalize the project lists and funding information for inclusion in the 2018-21 MTIP. Staff will also participate in regional STIP meetings. Completion and adoption of the 2018-21 MTIP is expected in the 2nd quarter.

ODOT regularly 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. In FY2015-16, this work group initiated discussions about possible development of a single software platform for the STIP and all MTIP documents. That discussion will continue through FY2016-17.

Deliverables:

- Continue maintenance and amendments to the 2015-2018 MTIP
- Participation in quarterly MTIP/STIP meetings, including detailed discussions about development of a single software platform for the STIP and all MTIP documents
- Develop and adopt 2018-21 MTIP document

Timeframe: Adopted 2018-21 MTIP in 2nd quarter; other items 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 Obligated 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.

Deliverables:

- Annual Listing of Federally Obligated Projects

Timeframe: Report published 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 receives annual STP funds. The BMPO Policy Board 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 buses for the fixed route transit system in Bend. In FY2015-16, staff compiled a detailed list of possible uses for the STP funds and reviewed the list with the TAC and Policy Board. The Policy Board used that information to modify the distribution process, including a discussion of a multi-year process (instead of an annual process).

Deliverables:

- Programmed projects and possibly a revised funding process

Timeframe:

- Project allocation and identification process in 3rd quarter
- Revised funding process in the 1st and 2nd quarters

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 comment on City of Bend land use applications that impact the regionally significant transportation system. The purpose of the review is to ensure 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 FY2016-17.

Deliverables:

- Submitted comments on proposed land use actions

Timeframe: Ongoing: July - June

Lead Agency: Bend MPO

Other Agencies Involved: City of Bend

Subtask E. 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). 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.

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 F. Bike Share Feasibility Assessment: In the 4th quarter of FY2015-16, MPO and City of Bend staff initiated a bike share assessment. Work on the assessment will continue in FY2016-17. Depending on the outcomes of the assessment, the MPO may assist the City of Bend with implementation of a bike share program. A consultant or bike share company will be contracted and a small Bike share planning feasibility study or pilot program implementation will be done in collaboration with the City of Bend and other entities. This project will be amended upon assessment of the outcomes to reflect the scope of work to be done in FY2016-2017

Deliverables:

- Bike Share Feasibility Assessment and identification of next steps, if needed, to proceed with a full bike share plan

Timeframe: Assessment: 1st and 2nd quarters; Implementation: to be determined

Lead Agency: Bend MPO

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

Subtask G. Interagency and Interjurisdictional Coordination - Committees: Participate on appropriate committees, including (lead agency in parenthesis):

- 1) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 2) Participating in meetings of the Central Oregon Area Commission on Transportation (COACT)
- 3) Participating on the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 4) Regional Public Transportation Advisory Committee (CET)
- 5) Participating in the Commute Options for Central Oregon work group (Commute Options)
- 6) Participating on the Road Users Safety Task Force (City of Bend)
- 7) Participating on the National Institute for Transportation and Communities (NITC) Board of Advisors

Deliverables:

- 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.

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

Subtask H. Interagency and Interjurisdictional Coordination - Projects: Participate in appropriate projects, including (lead agency in parenthesis):

- 1) Participating in and providing technical support to the City of Bend urban growth boundary expansion process and development of the Integrated Land Use and Transportation Plan. The final outcome of these processes will require revisions to the BMPO MTP and the BMPO boundary (City of Bend)
- 2) US 97 Truck Parking Research (ODOT)
- 3) US 97 Freight Plan (ODOT)
- 4) Bend Central Westside Plan (City of Bend)
- 5) US 20 (3rd Street) Preservation-Operations-Safety Project
- 6) ODOT All Roads Transportation Safety program
- 7) US 97/Powers Road planning
- 8) ODOT Transportation Safety Action Plan update (ODOT). MPO Manager serving on Policy Advisory Committee
- 9) ODOT Public Transportation Plan update (ODOT). MPO Manager serving on Technical Advisory Committee

As has occurred in prior years, it is anticipated that additional projects will arise in the 2016-17 fiscal year that will require BMPO participation.

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		1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
A	MTIP				
B	Annual Funded Projects List				
C	STP Funds				
D	Land Use Review				
E	ITS update				
F	Bike Share Feasibility Study				
G	Interagency Coordination – Committees				
H	Interagency Coordination - Projects				



The MPO provides federal STP funding to Cascades East Transit to purchase buses and construct transit stop improvements.

TASK 3: Long Range Planning

FTA 5303 Funding	\$65,595
STP Funding	69,539
In-kind Local Match	7,168
Total Task 3	\$142,302
Percent of Total Budget	26%

Description: Task 3 includes development and maintenance of the Metropolitan Transportation Plan (MTP). In FY2016-17, MPO staff will develop the scope of work to update the MTP. Work on the MTP update will start in FY2017-18. The MTP must be updated every 5 years³ to comply with federal requirements. Additional projects in the task include the citywide portion of the Bend Parking Study, US 97 (Bend Parkway) Facility Plan, Public Transit Planning, Climate change initiatives and the TRIP 97⁴ planning effort.

Subtask A. Metropolitan Transportation Plan: In FY2016-17, the MPO will develop the scope of work to update the MTP. Work on the MTP update will start in FY2017-18. The scope of work will be coordinated with ODOT Region 4, ODOT TPAU, and the City of Bend. If possible, update of the MTP will occur simultaneously with the City of Bend TSP update.

- In FY2016-17, the MTP may be modified to incorporate the following items:
- Potential projects identified from the new Bend-Redmond travel demand model
- Update other MTP chapters as necessary (to be determined in consultation with the TAC, Policy Board, ODOT, FHWA, and FTA) and the future deficiencies analysis, if applicable, considering the following projects and plans:
- Central Oregon Rail Plan
- City of Bend Airport Master Plan⁵
- Regional Park and Ride Lot Plan
- City of Bend and Bend Park and Recreation District bicycle and pedestrian projects identified through recent planning efforts
- ODOT Seismic/Lifelines routes
- City of Bend transportation SDC list changes
- Safety planning (both ODOT and City efforts)
- Assess ODOT plans recently completed or underway (e.g. Transportation Options Plan, Bicycle and Pedestrian Plan)
- Deschutes County Transportation System Plan
- Work with MPO member agencies to initiate development of performance measures to align with federal requirements
- Review and update, as necessary, the freight component of the plan
- Work with the city of Bend to address the TPR VMT reduction requirement
- Work with ODOT and City of Bend to assess options for alternate mobility standards

The MPO is the ideal place to consider and integrate the plans, projects, and issues identified

³ <http://www.fhwa.dot.gov/map21/factsheets/mp.cfm>

⁴ <http://www.trip97.com/>

⁵ The Bend Airport is outside the MPO, but it is a regional employment center and its impacts are considered in the MPO planning process.

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.

The MTP must be updated every 5 years⁶ to comply with federal requirements. Other issues or changes that may trigger MTP updates may include: new funding not currently identified in plan; new data (e.g. household survey); new land use data (e.g. urban growth boundary changes); or new data showing significant changes in travel patterns or modes.

Percent of Task Budget:

Deliverables:

- MTP update scope of work
- Updated MTP chapters as necessary (e.g. rail, bike/pedestrian, safety, parking)

Timeframe:

- Scope of work: 4th quarter
- MTP update: to be determined

Lead Agency: Bend MPO

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

Subtask B. Bend Parking Study: In FY2015-16, the City of Bend initiated work on multi-phase parking plan. Working with City staff, the MPO Manager is overseeing development of the citywide phase of the study. The citywide phase will address the parking policy requirements contained in the Transportation Planning Rule and help the City meet some components of the efficiency measures identified through the UGB expansion process. Work on the parking study will continue through most of FY2016-17. The City of Bend is funding the study. The findings of the parking study will inform the next MTP update.

Deliverables:

- City of Bend Parking Plan

Timeframe:

- Parking Plan: 4th quarter

Lead Agency: City of Bend (Bend MPO managing Citywide phase of Plan)

Subtask C. US 97 (Bend Parkway) Facility Plan: In FY2016-17, ODOT will initiate development of the US 97 Facility Plan. The purpose of this planning effort will be to identify geometric, operational, management and safety strategies that can be implemented to improve the performance of US97 into the future. Due to the volume of data to be gathered and analyzed, the planning effort will be phased. The first phase will address existing and future conditions. The second phase will address system management and operational strategies,

⁶ <http://www.fhwa.dot.gov/map21/factsheets/mp.cfm>

bicycle and pedestrian crossings, and mobility standards.

Deliverables:

- US 97 (Bend Parkway) Facility Plan

Timeframe:

- Phase 1: 1st – 3rd quarters
- Phase 2: to be determined

Lead Agency: ODOT Region 4

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

Subtask D. Public Transportation Planning: This subtask includes several public transportation work items.

Public Transportation Plan Update

In 2013, the Bend MPO approved a Public Transit Plan for Bend. In FY2016-17, MPO staff will support CET staff to update several components of the Plan. The UPWP may be amended as the scope of work and project schedule are developed. Funding for the update will be provided through an ODOT grant⁷.

2013 Plan Implementation Actions

MPO staff will help implement the goals and recommended actions identified in the implementation section of the plan. Actions may include:

- Develop a detailed bus stop inventory (GIS based)
- Work with CET to identify sources for local matching funds to insure that enhanced fixed-route transit is maintained (and possibly expanded) beyond current local funding commitment (through September 2018)
- Work with CET to develop bus stop amenity design standards
- Work with CET and City of Bend to develop a sidewalk repair and infill program near transit stops
- Evaluate pedestrian safety and transit operational improvements at Hawthorne Station
- Work with CET and City of Bend to develop bike parking facilities near transit stops
- Work with ODOT and the City of Bend to identify reliability improvements on 3rd Street
- Provide assistance to CET and ODOT as they develop the Transit Boarding and Estimating Simulation (TBEST) tool
- Updated Task 7/2016: The adopted UPWP (and underlying budget) only assumes a very small amount of time and funding for this work. ODOT has issued a grant to administer additional funding (about \$50,000) to fully develop the TBEST tool for use in the Bend MPO area and possibly the greater Central Oregon area. The vast majority of this new funding will be subcontracted to the TBEST software developer and Cascades East Transit.⁷

Deliverables:

- Public Transportation Plan update
- Various implementation actions

⁷ This is placeholder language. CET and MPO engaged in discussions with ODOT about possible funding for the plan update. A grant award, if any, may not be known until late FY2015-16 or early FY2016-17.

Timeframe: Public Transportation Plan Update: 1st - 4th quarters
Implementation Actions: 1st – 4th quarters

Lead Agency: Cascade East Transit (CET)

Other Agencies Involved: Bend MPO and City of Bend

Subtask E. 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 ODOT and the Department of Land Conservation and Development (DLCD) as the lead agencies in implementing its requirements. The resulting multi-faceted program is known as the Oregon Sustainable Transportation Initiative (OSTI).

SB 1059 directed LCDC to adopt greenhouse gas emission reduction targets for metropolitan areas. LCDC adopted target rules as OAR chapter 660, division 44 in May 2011. In the rules, LCDC committed to review the targets at four year intervals starting in 2015. In May 2015, LCDC determined amendments to the greenhouse gas reduction targets were warranted. An advisory committee will be convened in FY2016-17 to oversee the update process. MPO staff will participate on the advisory committee.

Deliverables:

- Participation in rule update committee meetings
- Review and comment on committee materials
- Outreach and information to the BMPO committees and the public

Timeframe: 1st thru 4th Quarters

Lead Agency: DLCD

Other Agencies Involved: ODOT, Bend MPO, and City of Bend

Subtask F. 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 concluded in FY2013-14. Additional work on the project is occurring through local planning efforts (e.g. local TSP updates). More focused work may occur through future phases. Possible future work phase items may include: 1) development of a regional IGA or MOU to continue working on the project, identify roles and responsibilities; 2) refinement of specific funding concepts; and 3) refinement of the performance measures. Additionally, staff will likely continue developing the associated technical tools. Depending on the scope and funding of that work, the UPWP may need to be updated.

Deliverables:

- Participation in project management team, Steering Team, and Stakeholder committee meetings

- Providing written comment on draft work items
- Outreach and information to the BMPO committees and the public
- Update the Bend MTP to reflect changes adopted in local Transportation System Plans

Timeframe: to be determined

Lead Agency: ODOT

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

Task 3 Estimated Timeline

Subtask Letter/Title		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
A	MTP Update				
B	Bend Parking Study				
C	US 97 Facility Plan				
D	Transit Planning				
E	Climate Change				
F	TRIP 97				



The MPO has worked with Commute Options to secure funding to provide bicycle and pedestrian safety training in schools throughout the MPO. The SRTS curriculum includes hands-on training, like these students bicycling riding into the Mt Washington Drive/Century Drive roundabout.



The MPO is working with the City of Bend and ODOT to improve pedestrian safety, including the identification of priority crossing improvements like this crosswalk near the Old Mill District on Bond Avenue.

TASK 4: Travel Demand Modeling and Data Collection/Analysis

FTA 5305 Funding	\$9,052
STP Funding	25,073
In-kind Local Match	4,887
Total Task 4	\$39,012
Percent of Total Budget	7%

Description: The primary focus of this task is development and maintenance of the travel demand model and data collection and analysis. In FY2016-17, the MPO will utilize the new Bend-Redmond travel demand model to review the project recommendations in the 2040 MTP. Staff will also establish a data and file management structure for all model-related files. Several non-MPO led projects (e.g. corridor studies, modernization projects, land use planning studies) are typically under way 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. In FY2016-17, MPO staff will collect and organize new crash data (to include vehicle, bicycle and pedestrian crashes), update the safety report, and continue to provide data support and assistance with development of crash analyses. This information will be used to address the federal safety performance measures, prioritize projects and seek funding for safety projects. Staff will also work with ODOT and FHWA to identify possible funding sources to develop a Safety Plan.

Subtask A. Transportation Model: In FY2015-16, ODOT and MPO staff completed development of the Bend-Redmond travel model. Completion of the Bend-Redmond model is a major milestone for ODOT and the MPO.

In FY2016-17, the MPO will utilize the new model to review the project recommendations in the 2040 MTP. The BMPO will continue to contract with ODOT TPAU for modeling support services. Staff will also establish a data and file management structure for all model-related files.

Deliverables:

- Model runs and output data to review the 2040 MTP
- Data and file management structure

Timeframe: Model runs to review 2040 MTP: 1st-2nd quarters

Data and file management structure: 2nd-3rd 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 under way 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.

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 the OMSC. The OMSC initiated development of a strategic plan in FY2015-16. Work on the plan will continue into FY2016-17. The MPO Manager is serving on the strategic plan advisory committee to represent the state’s small MPOs.

Deliverables:

- Participation in the Oregon Model Steering Committee and the strategic plan advisory committee

Timeframe: Ongoing: July – June

Lead Agency: ODOT

Other Agencies Involved: Bend MPO and FHWA

Subtask D. Data Collection/Analysis

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

Safety Program: In FY2012-13, MPO and City of Bend staff reviewed and organized crash data, developed a safety report, 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 FY2016-17, MPO staff will collect and organize new crash data (to include vehicle, bicycle and pedestrian crashes), update the safety report, and continue to provide data support and assistance with development of crash analyses. This information will be used to address the federal safety performance measures, prioritize projects and seek funding for safety projects. Staff will also work with ODOT and FHWA to identify possible funding sources to develop a Safety Plan.

Deliverables:

- Updated Safety Report
- Updated crash data from ODOT and local jurisdictions

Timeframe: Ongoing: July – June

Lead Agency: Bend MPO

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

Data Management Program: Over the past two years, MPO and City of Bend staff have studied options to create an on-going collection, management and analysis of vehicle and multi-modal volumes and crash data. In FY2014-15, MPO staff worked with Central Lane MPO staff to secure an ODOT grant to purchase the Tableau software and begin populating the software in FY2015-16. In FY2016-17, staff will continue populating the software with available data and using the software to generate maps and reports. In FY2016-17, MPO staff will continue to: 1) participate in a bicycle and pedestrian data storage research project being led by Portland State University staff, and 2) work with City staff to implement a data collection program (e.g. locations, timeframes) initiated in FY2015-16.

Deliverables:

- Tableau software functional and data available for viewing by the public
- Use Tableau data tools to inform the Bend MPO Safety Report
- Participation in Portland State University bike and pedestrian data storage research project
- Implemented multimodal data collection program
- Use the data to inform performance-based planning objectives with the Policy Board

Timeframe: Ongoing: July – June

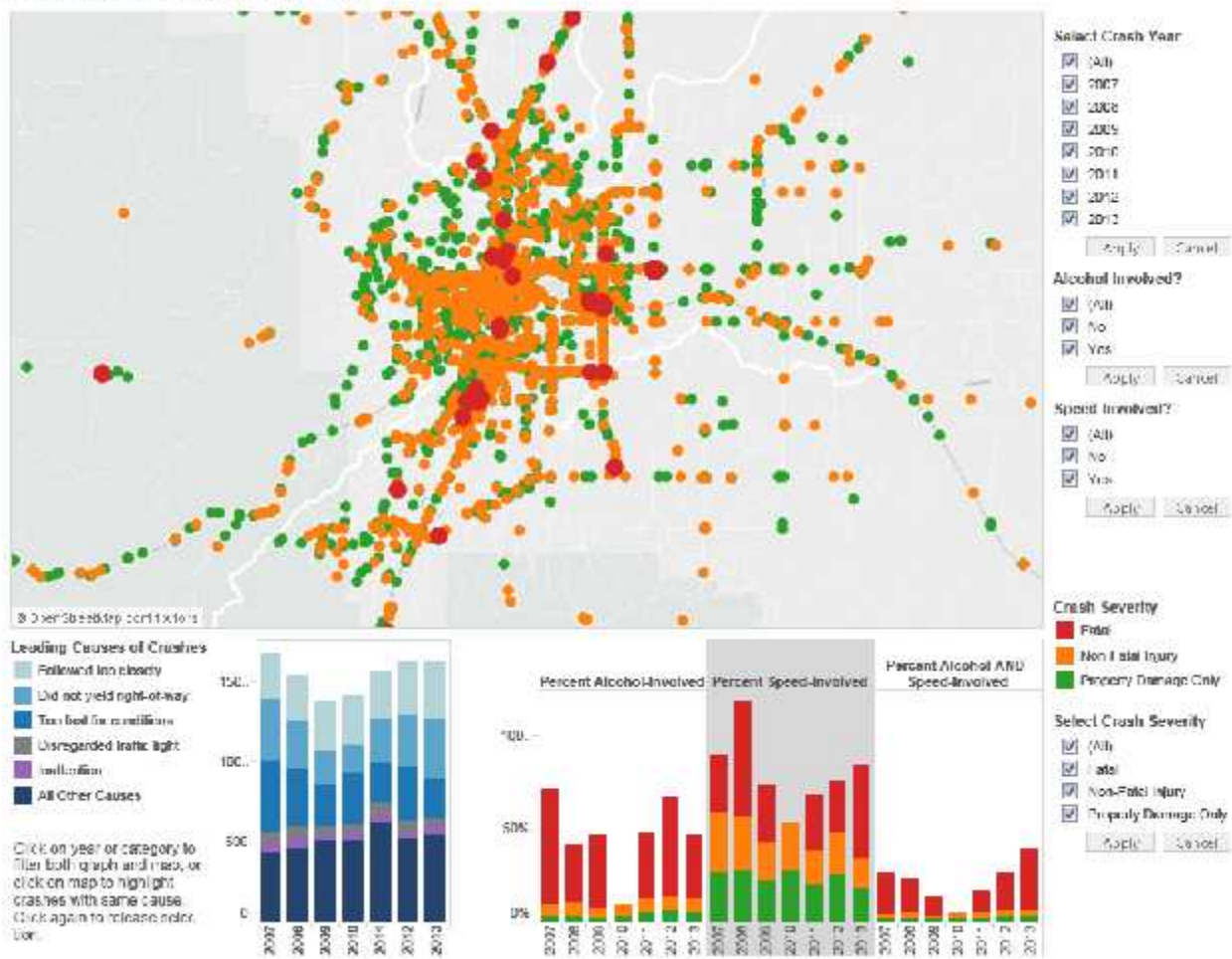
Lead Agency: Bend MPO

Other Agencies Involved: ODOT, and City of Bend

Task 4 Estimated Timeline

Subtask Letter/Title	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
A Travel Model				
B Travel Model – Local Support				
C OMSC				
D Data Collection & Analysis				

All Motor Vehicle Crashes 2007 - 2013



In FY 2015-16, Bend MPO obtained the Tableau software to visualize and analyze crash and other data. In FY2016-2017, Bend MPO will make this data available to web users for review and ability to review specific data in maps and charts. This data analysis tool will house the base data for the Bend MPO safety plan.



The Metropolitan Transportation Plan includes future roundabouts to improve safety and traffic flow. There are more than 30 roundabouts in Bend today.



MPO staff assisted the City of Bend to develop a grant application and secure funding to construct sidewalks, curb ramps and transit stops along 3rd Street, a former state highway. Construction of the improvements will occur in summer 2016.

Budget Summary

A summary of the FY2016-17 budget is shown on the following table and graphs.

Figure 1 Budget Summary Table

Fiscal Year 2016-17 Budget Summary			
	Resources		Appropriations
Beg. Working Capital	\$ 70,000		
		By Budget Category:	
FHWA PL ¹		Personnel Services	\$ 202,971
Federal Share	\$ 141,377	Materials & Services	\$ 120,325
State Match	\$ 16,181	Interest Expense	\$ 800
Local Match	\$ -	Loan Repayment	\$ 70,000
FTA Section 5303	\$ 44,949	Contingency	\$ 70,000
Local Match ²	\$ 5,145	Total Budgeted Appropriations	\$ 464,096
FTA Section 5305	\$ 9,052		
Local Match ²	\$ 2,263	By Task:	
STP	\$ 94,612	Task 1: Dev. & Program Management	\$ 299,902
Local Match ²	\$ 9,717	Task 2: Short Range Planning	\$ 47,880
Other Sources-OMPOC	\$ 800	Task 3: Long Range Planning	\$ 77,302
Total Grant Funding	\$ 324,096	Task 4: Regional Travel Demand Modeling	\$ 39,012
City of Bend Loan	\$ 70,000		\$ 464,096
Total Budgeted Resources	\$ 464,096	Total Budgeted Appropriations	\$ 464,096

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 9 of Resources for in-kind match estimate from Growth Management.

Figure 2 Expenditures by Task

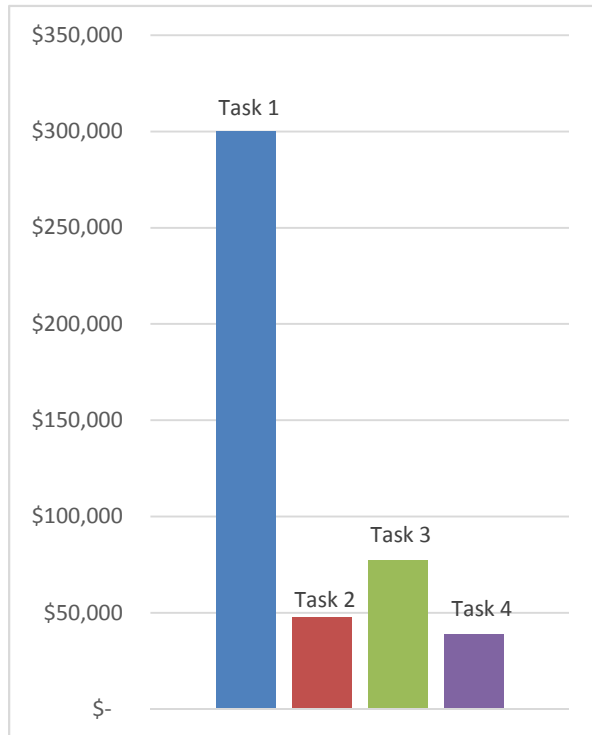
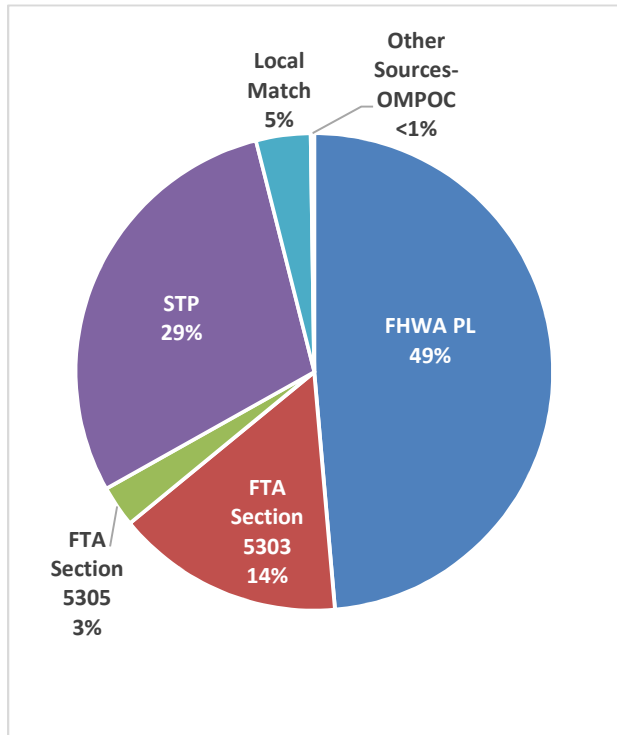


Figure 3 Grant Revenue Chart



Budget Changes from the Previous Year

The BMPO budget has historically included transfers and allocations to several City of Bend departments (Figure 5, lines 59-71). In 2016-17 the transfers and allocations are consolidated and accounted for in the professional services line of the materials and services category (Table 1, line 44).

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.

Table 1 MPO Line Item Budget for Fiscal Year 2016-17

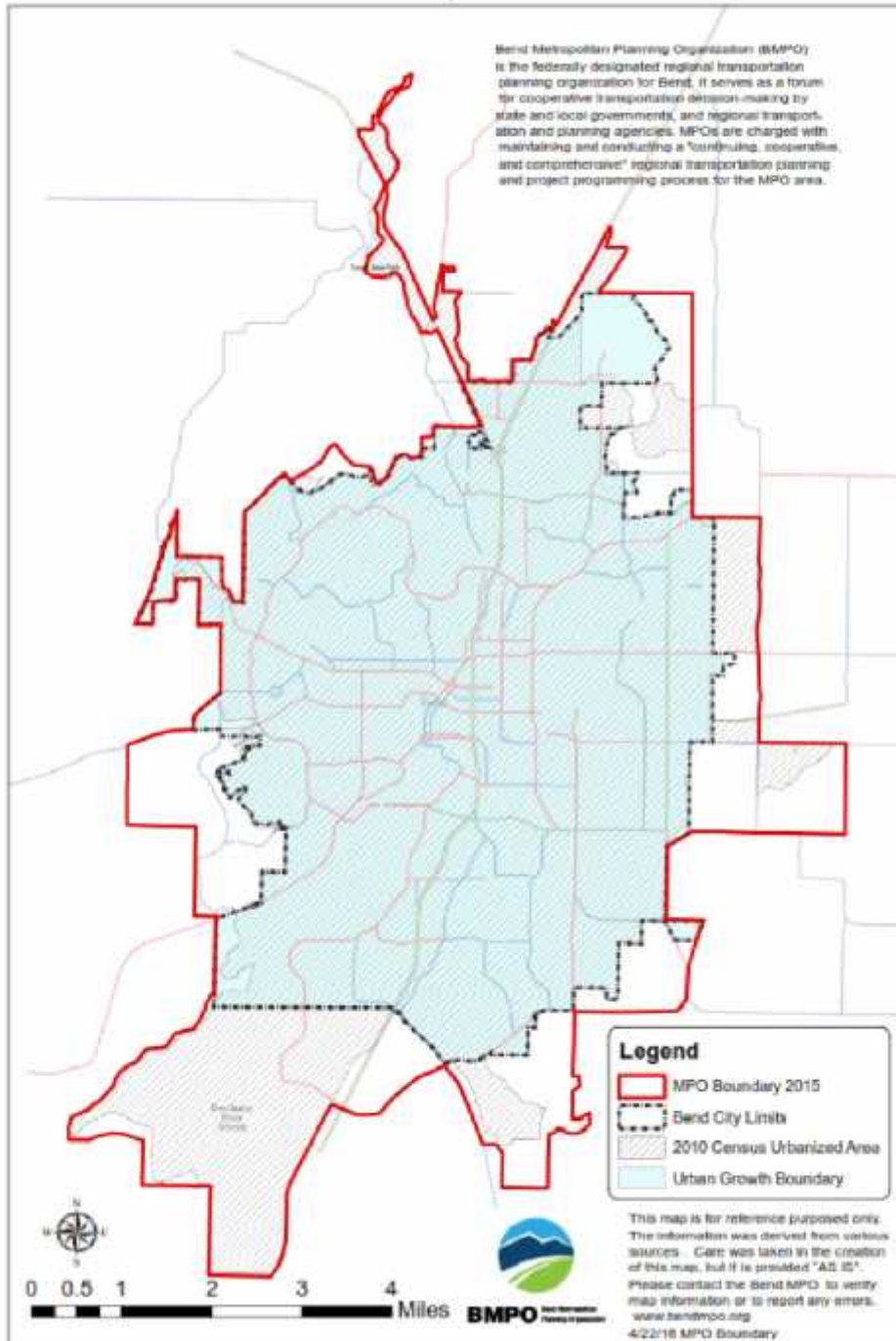
Line No.	Account Description	FY13/14	FY14/15	FY 2015/16		FY 16/17		
		Actuals	Actuals	Adopted	YTD	Projected	Proposed	Approved
1	Resources:				(4/17/16)		4/25/16 Budget Committee	5/16/16 Budget Hearing
2	Beginning Working Capital,	50,000	60,000	60,000	35,000	35,000	70,000	70,000
3	Federal Passthrough DOT	297,242	425,199	275,912	180,575	272,012	289,990	289,990
4	ODOT Grant	-	-	-	-	-	-	-
5	State Match for MPO's	15,195	30,894	15,815	11,097	15,815	16,181	16,181
6	Intergovernmental	300	19,794	13,640	8,019	9,790	-	-
7	Donations/Contributions	200	-	-	-	-	-	-
8	Other Miscellaneous	468	-	2,000	550	2,000	800	800
9	Transfer from In-kind Match	13,933	13,933	7,200	-	7,200	17,125	17,125
10	Loan from General Fund ₂	60,000	35,000	70,000	-	-	70,000	70,000
11	Total Resources	437,338	584,820	444,567	235,241	341,817	464,096	464,096
12								
13	Requirements:							
14	Regular Salaries	151,223	156,021	132,108	96,585	132,108	134,054	134,054
15	Other Payouts	726	1,454	-	2,526	-	-	-
16	Overtime	-	84	-	180	-	-	-
17	FICA	11,200	11,628	9,956	7,278	9,956	10,106	10,106
18	Unemployment	730	156	132	99	132	134	134
19	PERS & OPSRP	19,920	20,709	19,539	14,665	19,539	19,827	19,827
20	Disability Insurance	424	436	368	270	368	374	374
21	Life Insurance	235	238	204	146	204	207	207
22	Workers Compensation Ins	299	302	201	167	201	202	202
23	PERS Debt Service	5,318	5,504	3,633	2,727	3,633	3,687	3,687
24	Alternate Modes	-	180	-	60	-	-	-
25	Section 125 Benefits	185	180	150	134	150	150	150
26	OPEB Funding	4,044	4,044	3,000	2,275	3,000	3,000	3,000
27	High Deduct-Premium	23,625	22,973	18,173	13,488	18,173	19,245	19,245
28	High Deduct-Deductible	8,000	8,000	6,000	4,490	6,000	6,000	6,000
29	High Deduct-Coinsurance	78	295	3,800	1,703	3,800	3,800	3,800
30	Premium Dental Insurance	2,790	2,781	2,081	1,521	2,081	2,185	2,185
31	Personnel Services	228,797	234,985	199,345	148,314	199,345	202,971	202,971
32								
33	Internal Meeting Expenses	-	-	50	-	-	50	50
34	City Pd Employee Parking	-	-	540	-	540	540	540
35	Mileage Reimbursement	573	554	600	11	600	600	600
36	Meals & Lodging	761	376	2,250	170	1,250	1,200	1,200
37	Conferences & Seminars	590	536	1,875	251	1,675	1,200	1,200
38	Dues & Subscriptions	812	872	1,000	2,159	2,200	1,500	1,500
39	Printing & Copies	60	86	100	86	100	100	100
40	Advertising	927	443	2,000	-	2,000	500	500
41	Copier	607	-	500	-	500	500	500
42	Audit/Accounting Services	9,605	9,942	10,000	10,150	10,000	11,000	11,000
43	Outside Legal Services	392	1,950	2,500	286	500	1,000	1,000
44	Consultants	29,816	186,925	41,897	11,607	38,047	47,310	47,310
45	Professional Services - Other	-	-	-	-	-	33,400	33,400
46	External Meeting Expense	255	202	2,300	667	750	1,100	1,100
47	Insurance Premium - Liability	-	-	-	-	-	2,500	2,500
48	Telephone-Long Distance	-	-	50	-	50	50	50
49	Postage	7	9	100	2	100	100	100
50	Office Supplies	100	150	250	-	250	250	250
51	Equipment under \$5000	-	-	300	-	-	300	300
52	Material and Services	44,505	202,045	66,312	25,389	58,562	103,200	103,200
53								
54	Interest on General Fund Loan	376	398	800	471	800	800	800
55	Interest	376	398	800	471	800	800	800
56								
57	Loan Repayment-Gen Fund	50,000	60,000	60,000	35,000	35,000	70,000	70,000
58	Loan Repayment	50,000	60,000	60,000	35,000	35,000	70,000	70,000
59								
60	Transfer-Risk Management	800	800	800	600	800	-	-
61	Transfer-Information Tech	10,500	10,500	10,300	7,725	10,300	-	-
62	Transfer-Facility Management	10,500	10,500	10,500	7,875	10,500	-	-
63	Transfer-Admin & HR	5,200	5,200	5,200	3,900	5,200	-	-
64	Transfer-Finance	3,700	3,700	3,700	2,775	3,700	-	-
65	Transfer - Purchasing	900	900	900	675	900	-	-
66	Transfer-Insurance Fund	600	600	600	518	600	-	-
67	Allocation-Engineering	4,500	4,500	-	-	-	-	-
70	Transfer - Planning/MTP by City Staff	2,644	1,271	7,800	-	7,800	-	-
71	Transfer-Information Tech	383	488	910	1,999	910	-	-
72	Transfer-Internal Local Match	13,933	13,933	7,400	-	7,400	17,125	17,125
73	Total Interagency Charges	53,660	52,392	48,110	26,067	48,110	17,125	17,125
74								
75	Contingencies	60,000	35,000	70,000	-	70,000	70,000	70,000
76	Total Contingencies	60,000	35,000	70,000	-	70,000	70,000	70,000
77								
78	Total Requirements	437,338	584,820	444,567	235,241	411,817	464,096	464,096
79								
80	Ending Working Capital	-	-	-	-	(70,000)	-	-

1- Beginning Working Capital from city loan received on June 30, 2016.

2- Loan amount received on June 30, 2017 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.

BMPO Study Area Map

Bend Metropolitan Planning Organization Boundary



APPENDIX A: Summary of Deliverables from the 2015–16 UPWP

Task 1.0 Program Management

- Approved & executed contracts
- Updated agreements (finalized agreements expected 4th quarter FY2015-16)
- Monthly invoices to ODOT for reimbursement & Monthly budget review reports to Policy Board
- Updated invoice format for ODOT
- Quarterly reports & identified priorities for each quarter
- Annual audit and financial report
- Meeting materials for the BMPO committees (Policy Board and TAC)
- 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
- BMPO responses to state and federal legislative proposals/initiatives
- BMPO responses to State planning rule changes
- Implementation of public involvement strategies
- Completed information requests from the public, governmental agencies and jurisdictions
- Organized hard copy files
- Organized computer files
- UPWP document
- Self-certification statement
- Functioning advisory committees
- Attendance at appropriate seminars & training sessions
- Attendance and participation at Oregon MPO Consortium meetings
- Attendance and participation at Oregon MPO/ODOT/FHWA quarterly meetings

Task 2.0 Short Range Planning

- 2015-2018 MTIP adjustments and amendments as needed
- Initiated development of 2018-2021 MTIP
- Attendance and participation in STIP/MTIP committee meetings, including participation in discussions about possible development of a single platform for all Oregon MPO TIPs
- Annual Listing of Obligated Projects
- Coordination on STP funding issues & programmed STP projects
- Worked with member entities to develop detailed list of possible uses for STP funds
- Land Use Reviews
- ITS Plan maintenance and updates as necessary
- Worked with City of Bend to initiate work on bike share feasibility study
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtask G)
 - ODOT BNATS study project team
 - Special Transportation Fund committee participation
 - COACT participation
 - Deschutes County Bicycle and Pedestrian Advisory Committee participation
 - Commute Options work group participation
 - Bend UGB expansion – committee participation and transportation analysis support

- ODOT Transportation Safety Action Plan Update – serving on Policy Advisory Committee
- ODOT ARTS program – data support and project review
- Bend Central Westside Plan – transportation analysis support
- City of Bend bicycle and pedestrian safety project development – mapping and data support

Task 3.0 Long Range Planning

- Provided significant support to City of Bend for the UGB expansion and associated Integrated Land Use and Transportation Plan (ILUTP). The data and information generated from both of these efforts will directly impact the next MTP.
- Worked with ODOT as they initiated work on a Parkway (US 97) Facility Plan. Work will continue thru FY 2016-17.
- Initiated development of Bend Parking Plan to address TPR parking requirement for MPO areas and to support some of the goals and policies contained in the UGB and ILUTP.

Task 4.0 Travel Demand Modeling & Data Collection/Analysis

- Updated MPO area travel demand model for use in the BNATS project, Central Westside project, and Bend UGB process
- Continued development of new Bend-Redmond travel demand model
- Project analyses using travel demand model in support of local projects
- Participation in Oregon Modeling Steering Committee (OMSC)
 - Serving as small MPO representative on OMSC strategic planning committee
- Participation in Bike Pedestrian Archive Technical Advisory Committee
- Participation in the ODOT Traffic Records Coordination Committee
- Obtained grant for Tableau Crash Analysis through ODOT Traffic Records Coordination Committee. Purchased software and loaded crash and volume data and developed user interface materials.
- Worked with City of Bend staff to begin development of data management program for all travel model data
- Obtained most current safety data from ODOT and initiated update to MPO Safety Assessment
- Worked with City of Bend on multi-modal traffic data collection process
- Provided mapping and data support to City of Bend for bicycle and sidewalk improvement projects

APPENDIX B: List of Transportation Planning Acronyms

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 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.

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.

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.

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

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: Travel demand model forecasting software is the computer program used by most jurisdictions in the state of Oregon.

FAST Act: On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act". The FAST Act is the first Federal law in over ten

years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology and statistics programs. With its enactment, States and local governments may now move forward with critical transportation projects, like improved highways and enhanced transit systems, with the confidence that they will have a Federal partner over the long term.
<https://www.transportation.gov/fastact/>

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.

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. Moving Ahead for Progress in the 21st Century authorizes federal highway, transit and safety programs and policies. MAP-21 took effect July 6, 2012. The most recent extension through May 31, 2015 of surface transportation authorities that would have otherwise expired after September 30, 2014 was done through Highway and Transportation Funding Act of 2014 (P.L. 113-159)

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.

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").

TBEST: Transit Boarding Estimation and Simulation Tool, software for Cascades East Transit

TDM: Transportation Demand Management

Transportation demand management, traffic demand management or travel demand management (all TDM) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. In transportation, as in any network, managing demand can be a cost-effective alternative to increasing capacity.

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.

Title VI/Environmental Justice Program: The scope of this program is to ensure that

transportation programs and services are accessible and provided uniformly, and to avoid adverse and disproportionate impacts by considering the populations impacted by transportation projects. This is primarily accomplished through inclusive public participation, outreach, and the consideration of all factors and measures that provide for a context sensitive solution.

<http://www.bendoregon.gov/index.aspx?page=126>

TO: Transportation Options

Transportation Options refers to the quantity and quality of accessibility options available to an individual or group, taking into account their specific needs and abilities. Transportation options strategies, programs, and investments enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute. Such strategies can be used as solutions to problems of system capacity and as a way of creating an efficient transportation system for a multitude of users and uses.

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 unit within ODOT that provides statewide transportation modeling services and technical assistance to jurisdictions throughout the state.

TRCC Traffic Records Coordination Committee for ODOT. Charged with developing and implementing a strategic plan for improving traffic records systems in Oregon.

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.

USDOT: The United States Department of Transportation is a federal Cabinet department of the U.S. government concerned with transportation. It was established by an act of Congress on October 15, 1966, and began operation on April 1, 1967.

APPENDIX C: Central Oregon TDM Program Overview

Commute Options, a local non-profit agency, contracts with several entities to coordinate travel options and transportation demand management activities in Central Oregon and throughout most of ODOT Region 4 and Region 5. Their efforts include outreach to business owners, employees, and school age children 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 Commute Options. 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 more than 15 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, Commute Options implements the Program for a period of three years. The current agreement extends through 2017.

The Program is focused on long-term program development and outreach and partnership-building to engage various community interests in TDM. Commute Options' 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 Cascades East Transit to promote transit ridership, including the group pass sales program
- Develop TDM promotional and informational materials for inclusion on the City web site
- Work with the Deschutes County Bicycle/Pedestrian Committee to educate the general public about the rights and responsibilities of pedestrians and bicyclists on City streets
- Prepare and submit to the City quarterly reports that demonstrate progress toward meeting the identified measurable outcomes.

ODOT

Commute Options provides and promotes ODOT's Region 4 and Region 5 TDM Programs 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.

Commute Options is charged with researching, recommending and implementing methods to reduce traffic congestion and methods to expand and enhance public transportation. They promote, advocate, participate in and develop TDM activities, such as, but not limited to – telecommuting, rideshare, vanpools, bike/pedestrian facilities, walking, and flex schedules. They provide 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. Commute Options also facilitates the multi-state Rideshare Online program throughout much of Central and Eastern Oregon.

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

- Access and expand Agency’s Rideshare Online program throughout most of Central and Eastern 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 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.
- Promote Cascade East Transit group bus pass program

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 2016-17 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 Parkway) Facility Plan

Project Lead: ODOT Region 4

Project Timeline: Phase 1 calendar year 2016. Phase 2 to be determined.

ODOT Region 4 initiated development of a Facility Plan for the Bend Parkway in FY2015-16. The plan will be multi-faceted, including: an assessment of existing physical conditions and limitations, traffic operations, and safety; ITS options; future improvement options; pedestrian and bicycle overcrossings; and mobility standards. The project will likely be completed in multiple phases.

2) US 97 Truck Parking Plan

Project Lead: ODOT Research Division

Project Timeline: FY2015-16 thru FY2016-17

The shortage of truck parking has been identified as an issue across the state of Oregon. In addition, patterns observed along the Central Oregon Freight Corridor, primarily composed of I-84 and US 97, were recently described at a special joint meeting of the Oregon Freight Advisory Committee and the Central Oregon Area Commission on Transportation. This research would focus on these corridors in order to contain project scope, but the methodology could be applied to other Oregon Freight Corridors. Therefore, to adequately assess commercial vehicle parking needs and analyze safety on high-use corridors in the State, the research objectives are intended to determine:

- what other states are doing to address the truck parking shortage and related safety implications
- what data are available to measure the extent of the problem (e.g., identifying truck parking supply and demand)
- opinions of commercial motor vehicle operators with regards to parking shortages and parking location decisions
- future demand for truck parking based on freight forecasts prepared in the OFP to identify priority locations for adding truck parking capacity
- safety risks (benefit) of capacity enhancements

10) US 97 Freight Plan

Project Lead: ODOT Region 4

Project Timeline: FY2015-16 thru FY2016-17

ODOT Region 4 is developing a freight plan for US 97. The plan will identify freight issues and opportunities and specific freight-related projects for the corridor.

4) ODOT HSIP & ARTS Projects

Project Lead: ODOT Region 4

Project Timeline: HSIP projects: spring 2016. ARTS projects: 2017-2021

Project Budget: HSIP projects: \$502,696. ARTS projects: \$2,230,000

Website: http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS_R4.aspx

The All Roads Transportation Safety (ARTS) Program is a safety program to address safety needs on all public roads in Oregon. Working collaboratively with local road jurisdictions (cities, counties, MPO's and tribes), ODOT will increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. The program will be data driven to achieve the greatest benefits in crash reduction and should be blind to jurisdiction.

5) 14th Street/Century Drive: Newport Avenue to Colorado Avenue

Project Lead: City of Bend

Project Timeline: Planning and design in FY2016-17. Construction schedule not yet determined.

Project Budget: approximately \$4,000,000

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

This project will upgrade 14th Street from Galveston Avenue to Simpson Avenue to urban standards with bike lanes and sidewalks. With a \$4 million budget, it is conditional on sufficient budget remaining after all of the other GO Bond projects are complete. Consequently, it could be scaled back or eliminated. The City of Bend has made a commitment not to exceed the \$30 million approved by voters in the 2011 Transportation General Obligation Bond Measure.

6) Skyliners Road: Bend City Limits to Tumalo Creek

Project Lead: Deschutes County

Project Timeline: Construction is expected to conclude in summer 2016

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. The project includes reconstructing 8 miles of two-lane paved roadway, public road approaches, numerous private driveway approaches and the Sno-Park parking area along Skyliners Road. In addition, the existing gravel parking area at Phil's Trailhead will be reconstructed and additional parking area will be built just north of the trailhead.

7) 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 summer 2016.

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.

8) City of Bend Safety Program

Project Lead: City of Bend

Project Timeline: Phase 2 scheduled to conclude in spring 2016

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

Website: <http://www.bend.or.us/index.aspx?page=1228>

The main purpose of this project is to develop construction drawings for a limited series of safety countermeasure projects that were determined by the safety assessment produced by city of Bend. Phase 2 will deliver safety program, design concepts for 6 pedestrian crossings and 3 bike intersections at identified locations.

9) Bend Open Streets

Project Lead: Commute Options

Project Timeline: planning in spring/summer 2016, and implementation in September 2016

Website: <http://www.commuteoptions.org/program/bend-open-streets/>

Open Streets initiatives temporarily close streets to automobile traffic, so that people may use them for walking, bicycling, dancing, playing, and socializing.

10) 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.

11) Bend Central West Side Plan

Project Lead: City of Bend

Project Timeline: Phase 1 to conclude June 2016. Phase 2 to be determined.

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

Website: <http://bendoregon.gov/index.aspx?page=1209>

This project covers the Central Westside, including the area 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.

12) Deschutes River Trail & Parks

Project Lead: Bend Park and Recreation District

Project Timeline: to be determined

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

Website: [http://www.bendparksandrec.org/Current Projcts/deschutes-river-trail/](http://www.bendparksandrec.org/Current_Projcts/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.

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) US 97 Incident Response Cameras

Project Lead: ODOT Region 4

Project Timeline: completion expected summer 2017

Project Budget: \$400,000

Install incident response cameras on US 97.

15) S. 3rd Street Pedestrian Access Project

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

Project Timeline: design completion expected summer 2016

Project Budget: \$3,344,000

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: 2016-2017

Project Budget: \$200,000

Website: <http://bendoregon.gov/index.aspx?page=1149>

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.

17) Murphy/Parrell Roundabout

Project Lead: City of Bend

Project Timeline: design completed fall 2015. Construction spring/summer 2016

Project Budget: \$2,000,000

The City of Bend is utilizing bond funding, secured against urban renewal funding from the Murphy Urban Renewal Area, to construct a roundabout at Murphy Road and Parrell Road.

18) Bend Parking Plans

Project Lead: City of Bend

Project Timeline: 2016-2017

Project Budget: \$500,000

The City of Bend is undertaken a multi-phase planning effort that will result in a new Downtown Parking Plan, a parking plan for the Galveston Avenue and 14th Street corridors, and updated citywide parking policies to address Transportation Planning Rule requirements and help implement the findings from the urban growth boundary process.

19) US 20 Empire-Greenwood Preservation-Operations-Safety Project

Project Lead: ODOT Region 4

Project Timeline: Phase 1 (PE, R/W, and UR): 2018 and Phase 2 (construction) 2019-2021

Project Budget: Phase 1 \$4,500,000 and Phase 2 \$5,500,000

Multi-faceted project that includes the following elements:

- Pavement Preservation on US 20 (3rd Street) from Empire Blvd to Greenwood Ave
- Rehab and Infill sidewalks, bikes lanes, and/or bicycle-pedestrian paths along US 20 from Empire Blvd to Greenwood Ave
- Replace/Upgrade Traffic Signals at US 20/Empire Blvd, US 20/O.B. Riley Road, US 20/River Mall Ave, US 20/Division St, US 20/Greenwood Ave, including optimized detection, illumination devices and incorporate improved geometric design/ADA elements
- Construction a new Traffic Signal at US 20/Mervin Samples Road, and extend Mervin Sample Road east into the adjoining Industrial Area
- Travel Capacity and Safety improvements along Empire Blvd between 3rd Street and the US 97 Parkway southbound on-ramp, including a new Traffic Signal at the Empire/Parkway southbound on-ramp
- Upgrade Signs to current standards on US 20 between Empire Blvd and Greenwood Blvd
- Bend ITS Central Signal System Phases 3C-3E and 4, and Bend Communication Backbone upgrades, primarily for improved high-speed connectivity along and adjoining with the US 20 Empire to Greenwood corridor and signals.

The primary goal of Project Development is to create a “Complete Corridor” of coordinated and leveraged improvements, including phasing and funding options, with a first phase ready for Construction for the 2019 Construction season.

Metropolitan Transportation Planning Self-Certification for the Bend Metropolitan Planning Organization (BMPO) Fiscal Year 2016-2017

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 MPO boundary was expanded on May 21, 2015 to reflect changes to the urbanized area identified by the Census Bureau. The primary change was to extend the boundary along US 20 to include part of the unincorporated community of Tumalo. The Policy Board amended its bylaws in February 2016.

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 Cascades East Transit (CET), Central Oregon Intergovernmental Council (COIC), Oregon State University (OSU) Cascades, Central Oregon Community College (COCC), Commute Options, Oregon Department of Land Conservation and Development (DLCD), Deschutes County Bicycle and Pedestrian Advisory Committee and two citizen members. 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 Urbanized Area includes the lands within the City of Bend urban growth boundary and the adjoining urbanized areas of Deschutes County. The area is shown in Figure 1.

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 updated this agreement in FY2015-16.
3. Agreement between BMPO and ODOT Transportation Planning Analysis Unit regarding travel demand model development, maintenance, and usage. The agreement expired 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 updated this agreement in FY2015-16.
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 renewed.

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 was updated in FY2015-16 to include Cascades East Transit as the operator of the transit system.
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 renewed.

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)

Most of the tasks in the FY2015-16 UPWP for the BMPO are being implemented on schedule. The Bend area is again rapidly growing, and many projects that directly impact the MPO are underway. MPO staff is tracking and/or maintaining involvement in these 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 2014-2040 Metropolitan Transportation Plan (MTP) was adopted in September 2014.

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

The BMPO developed the 2015-18 MTIP in cooperation with ODOT and local transit providers. This MTIP has been reflected in the 2015-18 STIP in its entirety. 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 MPO is involved in many projects that will improve transportation within the MPO study area and to the larger region. These projects and programs will improve the efficient movement of people and goods and will improve the economic vitality of the greater central Oregon region by allowing new employment-based development.

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. MPO staff are involved in the following safety work items:

- The MPO continues to providing staff assistance to the Road Users Safety Task Force (the Task Force was initially formed to provide a public information campaign in response to several bicyclist and pedestrian fatalities).
- The MPO continues to work with City of Bend, Deschutes County and ODOT staff to assess crashes within the MPO. The existing summary report was developed in FY2012-13. The data from that assessment were used in FY2014-15 and FY2015-16 to prioritize bicycle and pedestrian safety projects in the MPO. The data were also used to identify and prioritize projects through the ODOT All Roads Transportation Safety (ARTS) Program. These combined City of Bend and ODOT funds will implement a significant number of safety projects in the MPO area from FY2015-16 thru FY2020-21.
- MPO staff will be updating the crash assessment data in FY2015-16 and FY2016-17. The updated data 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 Bend MPO partnered with the Central Lane MPO to secure a grant from ODOT to begin developing a data management system. Work on the system occurred in FY2015-16. The system includes a crash data management component. 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.
- The MPO worked with City of Bend staff in FY2014-15 and an advisory committee to prioritize sidewalk and bicycle facility needs. The outcome of that effort is directly

impacting 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.

- The MPO provided a small amount of STP funding to Commute Options staff to develop walking school buses for several elementary schools in 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. Through its Research Unit, ODOT is conducting a Freight Parking Study for US 97. The MPO is participating on one of the advisory committees. ODOT Region 4 is developing a US97 Freight Study. MPO staff will monitor the study and participate as appropriate.

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.

In 2012, the MPO developed 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 plan provided the blueprint for a significant expansion in the transit system in September 2015. It is also serving as the transit blueprint for several land use planning projects being undertaken by the City of Bend. Given the rapid growth and change in Bend, an update to the plan is already necessary. The MPO will work with Cascades East Transit and ODOT to secure funding for an update in FY2016-17.

The MPO continues to work 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 the City and ODOT to identify priority locations for pedestrian crossing improvements.

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 was initiated in FY2015-16 by the City of Bend and the MPO to meet the TPR requirements.

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. These improvements reduce fuel consumption and vehicle emissions. These improvements also improve the ability for pedestrians and bicyclists to cross major roadways.

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.

In 2012, the MPO developed 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 and existing 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 2015-18 STIP and draft 2018-21 STIP include funding to implement additional components of the central signal system, traffic signal upgrades 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 identifying 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. A large percentage of 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 will be updating the plan in FY2016-17. The MPO will participate in the process.

In 2012, the MPO developed 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, 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 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. Posting links to relevant MPO and non-MPO documents and articles on the MPO Facebook page
- f. Making publications and Policy Board and Technical Advisory Committee agendas available to the public via e-mail and U.S. Postal Service mail
- g. Maintaining an e-mail list of interested persons and the media. E-mail notification of all Policy Board and Technical 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.
- h. Inviting ODOT representatives to Policy Board meetings to discuss projects or plans of regional concern
- i. In 2012, the MPO developed a long-range transit plan focused on the fixed-route system in Bend. To engage as many people as possible, the project included an on-line survey, rider survey, periodic project updates, an extensive website, and non-traditional outreach (e.g. information booths at the transit station and at community events). The survey was translated to Spanish and distributed at area churches and other locations.

2. BMPO Public Involvement Process Last Update and Adoption

The BMPO Public Participation Plan (PPP) was adopted on June 18, 2009. BMPO legal counsel reviewed the PPP and suggested a few minor changes to the document. Staff updated the PPP in FY2013-14. In FY2015-16, 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 FY2016-17. Additionally, specific public outreach programs will be developed for future planning efforts.

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 in FY2016-17 to include the 2010 Census data. 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. Additionally, the Oregon MPO Consortium (OMPOC) work program includes a work item to develop a template for completing a Title VI/EJ assessment of plans and programs. When complete, the Bend MPO will use that information to assess its plan and program.

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

DBE Program Requirements

Contracting for MPO support services is provided through the City of Bend Purchasing Division and the Oregon Department of Transportation. The City of Bend has a federally compliant DBE program for FY2015 through FY 2017. The Oregon Department of Transportation also maintains a federally compliant DBE program.

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. In FY2015-16, the MPO dedicated a percentage of its STP funds to improve curb ramps and sidewalks in Bend.

The BMPO assisted the City of Bend with a grant application to significantly improve access along 3rd Street, a former state highway, by constructing or reconstructing sidewalks and installing curb ramps. Work on Phase 1 of the project will occur in summer 2016. The MPO assisted the City with an additional grant application for a Phase 2 of the project.

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. In FY2015-16, the MPO dedicated a percentage of its STP funds to improve curb ramps and sidewalks in Bend.

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. In FY2015-16, the MPO dedicated a percentage of its STP funds to improve curb ramps and sidewalks in Bend.

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 throughout Central Oregon and throughout much of Eastern Oregon. 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 (FY2016-17), 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 Bend MPO and the Oregon Department of Transportation do hereby certify that the Bend MPO 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.

Tyler Deke, Bend MPO

Hal Gard, ODOT Public Transit Division

Title

Title

Date

Date

Gary Farnsworth, ODOT Region 4

Title

Date