

# Unified Planning Work Program 2017- 2018



**BMPO** Bend Metropolitan  
Planning Organization

The preparation of this report has been financed in part by funds from the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, and the Oregon Department of Transportation. BMPO staff and members of the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein. Please contact BMPO Staff at 541-693-2122 or 541-693-2113 for assistance with this document.

**Resolution Number 2017-03  
Bend Metropolitan Planning Organization Policy Board**

**For the Purpose of Adopting the Fiscal Year 2017-2018 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 2017-2018, in coordination with US DOT and ODOT 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 2017-2018

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP and budget for fiscal year 2017-2018.

Adopted by the Bend Metropolitan Planning Organization the 20<sup>th</sup> day of April, 2017.

Yes: 5                      No: 0                      Abstain: 0

Authenticated by the Chair this 20<sup>th</sup> day of April, 2017.

  
\_\_\_\_\_  
Bill Moseley, Chair

Attest:  
  
\_\_\_\_\_  
Tyler Deke, MPO Manager

# Bend Metropolitan Planning Organization

## Policy Board

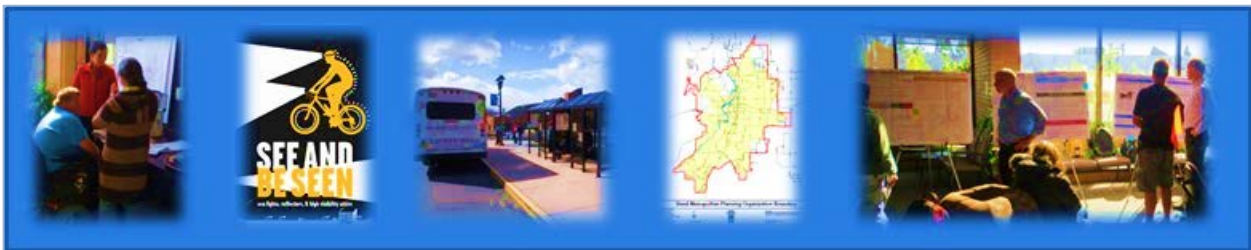
William Moseley, Chair, City of Bend  
Gary Farnsworth, Vice-Chair, ODOT  
Anthony DeBone, Deschutes County  
Barb Campbell, City of Bend  
Sally Russell, City of Bend

## 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)  
Casey Bergh, Oregon State University Cascades  
Michel Bayard, Citizen  
Robin Vora, Citizen  
Jeff Monson, Commute Options  
Scott Edelman, Oregon Department of Land Conservation and Development\*  
Nick Fortey, Federal Highway Administration\*  
Ned Conroy, Federal Transit Administration\*  
\*indicates non-voting members

## BMPO Staff

Tyler Deke, Manager  
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# **Bend Metropolitan Planning Organization Unified Planning Work Program 2017-2018**

## **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 2017<sup>1</sup> and serves as a means to satisfy 23 CFR 450.308. It is intended to provide a framework for the coordination of transportation planning efforts by local, State, and regional agencies through the Bend Metropolitan Planning Organization Policy Board. The UPWP outlines four major work tasks and many specific work tasks and is the federally mandated and federally funded program required to be fulfilled by the BMPO. In addition, Appendix C describes the Transportation Demand Management (TDM) program being undertaken in Central Oregon and Appendix D describes significant planning projects being undertaken by other agencies and jurisdictions in the BMPO study area.

Transportation is an important issue for people within our region and across the nation. There are concerns about increasing demands on the transportation system in an environment of 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 significant growth in the tourism industry continue to highlight the importance of coordinated transportation planning. In addition, work is underway locally, and at the state and national levels to address greenhouse gas emissions from the transportation sector.

Transportation is 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 2017-2018 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, 2017 to June 30, 2018. The work program was developed to serve these specific objectives:

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

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<sup>1</sup> The State of Oregon fiscal year runs from July 1 to June 30 and is the business year for the UPWP. It is numbered according to its second half (e.g. the year beginning July 1, 2017 is numbered FY 2018). The federal fiscal year 2018 begins October 1, 2017 and runs through September 30, 2018.

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 UPWP 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 public transportation, state and local agencies
- Access to essential services in the event of natural disasters
- Ensure planning emphasis areas are integrated into BMPO goals and priorities.

Development of the UPWP is a coordinated process involving the member agencies of the Bend MPO and representatives from the Technical Advisory Committee (TAC) and Policy Board. Development of this work program was coordinated with FHWA, FTA, and ODOT, 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 the UPWP and which of these can be accomplished as administrative actions by staff versus formal action by the TAC and Policy Board.

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

- A new planning study or project is identified.
- There is 20 percent change, in the total UPWP project costs. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout<sup>2</sup>.

Administrative changes to the UPWP may occur for the following reasons:

- Changes to total UPWP project costs that do not exceed the thresholds for a formal amendment
- Revisions to the UPWP narrative, including objectives and products expected in the fiscal year

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<sup>2</sup> 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 estimate.

- 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 and Policy Board will then receive notification at their next regularly scheduled meetings.

## **UPWP Public Notification Process**

The Bend MPO engages the public through visitor comments 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 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 4 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 agreement (IGA) with the City of Bend establishing the City of Bend as the administrative and fiscal agent for the BMPO. The agreement was renewed and extended indefinitely in July 2013. The following committees and organizations provide input and guidance to the BMPO:

### **BMPO Technical Advisory Committee (TAC)**

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

### **BMPO Freight Advisory Committee (FAC)**

The FAC has been inactive for several years, but will likely reconvene in FY2017-2018

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 TAC and makes final decisions on all BMPO matters. The Policy Board generally meets on a monthly basis.

### **Status of Bend MPO Documents**

| <b>Plan Name</b>                                       | <b>Last Update</b>  | <b>Next Update</b>  |
|--|---|---|
| Unified Planning Work Program (UPWP)                   | 2016 – 2017 UPWP amended July 2016                            | 2017-2018 UPWP to be adopted in April 2017  |
| Metropolitan Transportation Plan (MTP)                 | Adopted September 2014  | Next MTP is due September 2019. Work on the update will begin in FY2017-18  |
| Metropolitan Transportation Improvement Program (MTIP) | 2015-18 MTIP adopted September 2014, and amended periodically | 2018-21 MTIP adoption expected spring 2017  |
| Annual Listing of Obligated Projects Report            | FFY 2015 developed spring 2016                                | FFY2016 report to be completed spring 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 early FY2017-2018 |
| Public Participation Plan                              | Adopted June 2009 with minor amendments in 2013               | Review of other plans scheduled for 4 <sup>th</sup> quarter of FY2016-17 and update expected 1 <sup>st</sup> quarter of FY2017-2018               |

### **BMPO Major Transportation Activity for Fiscal Year 2017-2018**

There are several issues that need to be addressed during FY2017-2018, including:

- Begin the Metropolitan Transportation Plan (MTP) update to include findings and projects from local and regional planning projects. Specific tasks that will inform the update of the MTP include:
  - Coordination with the City of Bend TSP update
  - Transportation system work completed in the City of Bend Integrated Land Use and Transportation Plan (ILUTP)
  - Complete the development of the MPO Parking Plan that began in 2016-17 to comply with Transportation Planning Rule requirements and inform City of Bend land use efficiency measures
  - Coordinate with City of Bend as it updates its System Development Charge methodology and project list
  - Coordinate with City of Bend as it updates its urban renewal plans, including the transportation components



- Coordinate and update with TDM, Freight, Aviation and Rail work to inform the MTP
- Complete the TBEST (Transit Boardings Estimation and Simulation Tool) project in coordination with CET to assist in the update of the Transit chapter of the MTP
- Develop and adopt performance measures as required in the FAST Act
- Coordinate with City Bridge Planning and Improvement Strategy
- Development of the Bend Parkway (US97) Facility Plan
- Incorporate planning emphasis areas such as MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity into the MTO
- Maintain the 2018-2021 MTIP
- Transition the City of Bend Safety Report to a full BMPO Safety Plan
  - Coordinate with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO
  - Coordinate multi-modal count program with City of Bend staff to assess current trends
- Update the Public Participation Plan
- Update the Title VI/EJ Plan
- Develop the 2017 Annual Obligated Project Report
- Coordinate with ODOT and City of Bend to develop an MPO transportation data warehouse
  - Develop annual reporting for safety and multimodal counts
  - Provide public access to available data
- Serve as the small MPO representative on the Executive Committee of the Oregon Modeling Steering Committee
- Participate in updates to the ODOT Public Transportation Plan and Freight Plan

### **BMPO Activity Reductions or Deferrals**

Federal funding to the BMPO decreased for several years, and then increased slightly in FY2016-17. Funding will continue the slight increase in FY2017-18. The Policy Board has also authorized use of some STBG funds to maintain the MPO budget. These increased funds will be used to initiate the MTP update. Other priorities may be delayed to ensure resources are available to complete the update to the MTP, including:

- Technical Advisory Committee: reduction in number of meetings
- Safety events such as “see and be seen” now coordinated by City of Bend or Commute Options staff
- Reduced public outreach such as newsletters or extensive website updates
- Reduction in participation in intergovernmental meetings
- Walk Friendly City, SRTS or other local project grant application assistance
- City bicycle and walking safety projects: data analysis for project prioritization, event planning for open streets

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

- Advance work on the MTP update and provide more assistance to CET as it updates its long range plans
- GIS transportation network development to include bicycle and pedestrian system inventory (Joint effort with City of Bend)

### **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 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 2016 - 2017**

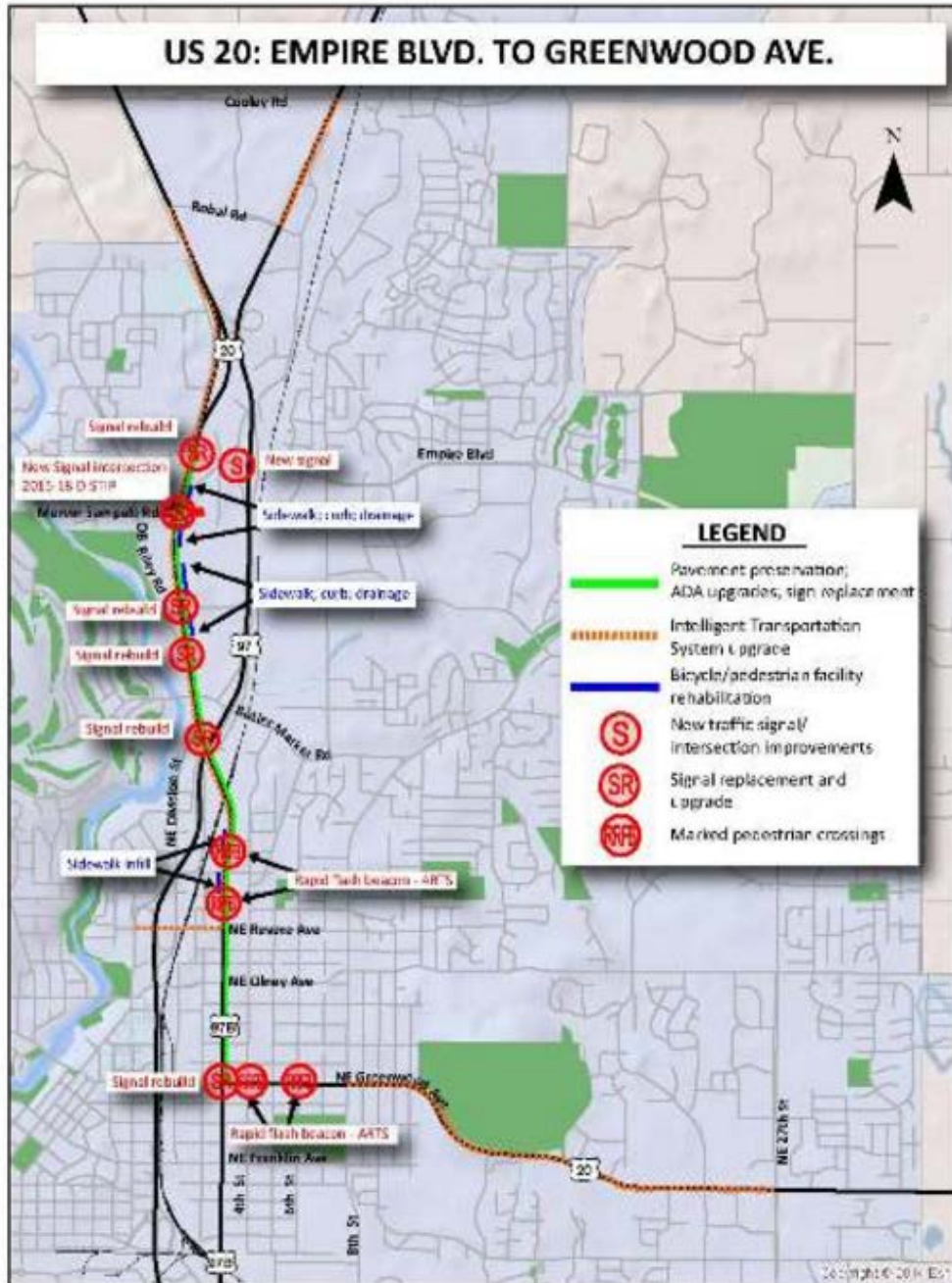
Listed below are some of the tasks completed or started by the Bend MPO in FY2016-17. Also listed are some projects that included significant MPO involvement.

#### **Tasks Completed**

- Bend-Redmond model completed
- MPO boundary expansion
  - City of Bend UGB approval requires the MPO to amend the boundary to include new lands added to the Bend UGB
- 2015-18 maintenance
- Development and adoption of 2018-21 MTIP
- Completion of Annual Listing of Obligated Projects
- Updates to City of Bend urban renewal plans (transportation sections)
- Ongoing data management using Tableau software

#### **Additional Tasks Underway**

- Bike share pilot program
- Parking study
- Update to ODOT Freight Plan to include critical urban freight corridor segments in the MPO area
- Significant interagency coordination (e.g. committee participation)



The Metropolitan Transportation Improvement Program includes projects of regional significance, like the US20: Empire Blvd to Greenwood Ave Project <http://www.oregon.gov/ODOT/HWY/REGION4/Pages/US20EmpiretoGreenwood.aspx>

## TASK 1: BMPO Development and Program Management

|  |                   |
|--|-------------------|
| FHWA PL Funding <sup>1</sup>           | \$ 127,303        |
| OMPOC Funding <sup>2</sup>             | \$ 1,500          |
| Beginning Working Capital <sup>3</sup> | \$ 70,000         |
| Loan from General Fund <sup>4</sup>    | \$ 50,000         |
| <b>Total Task 1<sup>5</sup></b>        | <b>\$ 248,803</b> |
| Percent of Total Budget                | 57%               |

1. FHWA PL Funding: FHWA Metropolitan Planning Funds

2. OMPOC Funding: Reimbursed funds for expenses of the annual meeting in Bend. OMPOC is comprised of all MPOs in the State of Oregon.

3. Beginning Working Capital from city loan received on June 30, 2017.

4. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred and a year-end loan from the City of Bend is anticipated on June 30, 2018 to cover charges in advance of grant reimbursement.

5. The Task 1 budget also includes administrative costs (financial administration, general administration, facility management, computer information systems support and legal support), direct material and services (supplies, travel, printing), 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, the Oregon Metropolitan Planning Organization Consortium (OMPOC) annual meeting in Bend, development of the annual work program and budget, and participation in statewide planning efforts.

**Subtask A. Administrative tasks:** Administrative tasks associated with the BMPO include the coordination and logistics for meetings of the Policy Board and TAC. The FAC will likely reconvene in FY2017-18 to provide input to the MTP update process. 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. IN FY2017-18, significant MPO staff time will be devoted to perform testing, training and implementation of the finance and contracting structure for the MPO funding accounts.

This subtask also includes time to track state and federal legislation and regulations. Staff review state and federal legislation and regulations and provide feedback on potential impacts to the MPO area.

*Deliverables:*

- Committee meeting agenda packets and meeting minutes

- Invoices to ODOT and other funding organizations
- Maintain intergovernmental agreements and executed contracts
- Annual audit and financial report
- Maintain website ([www.bendmpo.org](http://www.bendmpo.org)) and Facebook site ([www.facebook.com/BendMetroPlanning](https://www.facebook.com/BendMetroPlanning))
- Maintained email lists, organized files, and 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 and Budget 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.

Additionally, the MPO develops an annual budget document that is submitted to the State of Oregon. The Budget document is a condensed version of the annual UPWP.

*Deliverables:*

- Monthly reports, quarterly reports
- Amended 2017-18 UPWP and Budget
- 2018-19 UPWP and Budget
- Self-certification statement

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

*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 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 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 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 benefit the Bend MPO.

*Deliverables:*

- Assist with coordination of and participation at Oregon MPO Consortium meetings
- Review and comment on work items produced by OMPOC administrator
- Review and update OMPOC coordinator work program
- Participation in the quarterly MPO/ODOT/FHWA/Transit District meetings
- 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 include: ongoing website development and updates; ongoing maintenance of MPO Facebook page; 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 strategies to better reach low-income and minority populations with the BMPO study area. As indicated in the 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 Policy Board on all aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the Metropolitan Transportation Plan.

In FY2016-17, 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 FY2017-2018. 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 and Facebook page maintenance
- 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. ODOT has prepared detailed GIS files using the 2010 Census data. In FY2017-18, staff will update the Plan to include more current data.

The OMPOC work program includes development of a model framework for a Title VI methodology to assess the MTIP and MTP. MPO staff will be involved in the development and review of the methodology. MPO staff will use that methodology to analyze the impacts to the identified populations of the transportation system investments identified in the 2018-21 MTIP and the next MTP (scheduled for adoption in September 2019).

*Deliverables:*

- Updated Title VI/EJ Plan
- Participate in OMPOC process to develop Title VI/EJ analysis methodology

*Timeframe:* Updated Title VI/EJ Plan in 1<sup>st</sup> or 2<sup>nd</sup> quarter; Title VI/EJ analysis methodology to be determined

*Lead Agency:* Bend MPO

*Other Agencies Involved:* Central Lane MPO; FHWA, FTA, OMPOC and ODOT

**Task 1 Estimated Timeline**

| <b>Subtask Letter/Title</b> | <b>1<sup>st</sup> Quarter</b> | <b>2<sup>nd</sup> Quarter</b> | <b>3<sup>rd</sup> Quarter</b> | <b>4<sup>th</sup> Quarter</b> |
|-----------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| 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 for design was awarded through the ODOT Local Bridge program and will be programmed in the 2018-21 STIP and MTIP. Construction funding has not been identified at this time.



## TASK 2: Short Range Planning

|                         |           |               |
|-------------------------|-----------|---------------|
| FHWA PL Funding         | \$        | 13,173        |
| FTA 5303 Funding        | \$        | 20,000        |
| STBG Funding            | \$        | 5,000         |
| In-kind Local Match     | \$        | 2,978         |
| <b>Total Task 2</b>     | <b>\$</b> | <b>41,151</b> |
| Percent of Total Budget |           | 9%            |

**Description:** This task covers short term activities including: Surface Transportation Block Grant (STBG) project programming, local technical assistance, participating on local, regional and statewide project committees, development and maintenance of the Metropolitan Transportation Improvement Program, development of the Annual Obligated Funding report, a possible update to the Regional Intelligent Transportation Systems (ITS) Plan, and possible bike share planning.

**Subtask A. Metropolitan Transportation Improvement Program (MTIP):** The 2018-21 MTIP was adopted by the Policy Board in the 4<sup>th</sup> quarter of FY2016-17. The 2018-21 STIP will be adopted in the 1<sup>st</sup> quarter of FY2017-18. During that transition phase, the MPO will maintain the 2015-18 MTIP and 2018-21 MTIP. 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 entered in coordination with the STIP coordinator for Region 4 ODOT for inclusion in the Statewide Transportation Improvement Program (STIP).

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 developed a new software platform for the STIP, allowing MPO staff direct access to the STIP. This group has also imitated discussions about other possible software packages for MTIP management and visualization. That discussion will continue through FY2017-18.

**Deliverables:**

- Maintenance and amendments to the 2015-18 MTIP and 2018-21 MTIP
- Participation in quarterly MTIP/STIP meetings, including detailed discussions about development of a single software platform for the STIP and all MTIP documents

**Timeframe:** Ongoing: July - June

**Lead Agency:** Bend MPO

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

**Subtask B. Annual Listing of Federally Obligated Projects:** On an 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

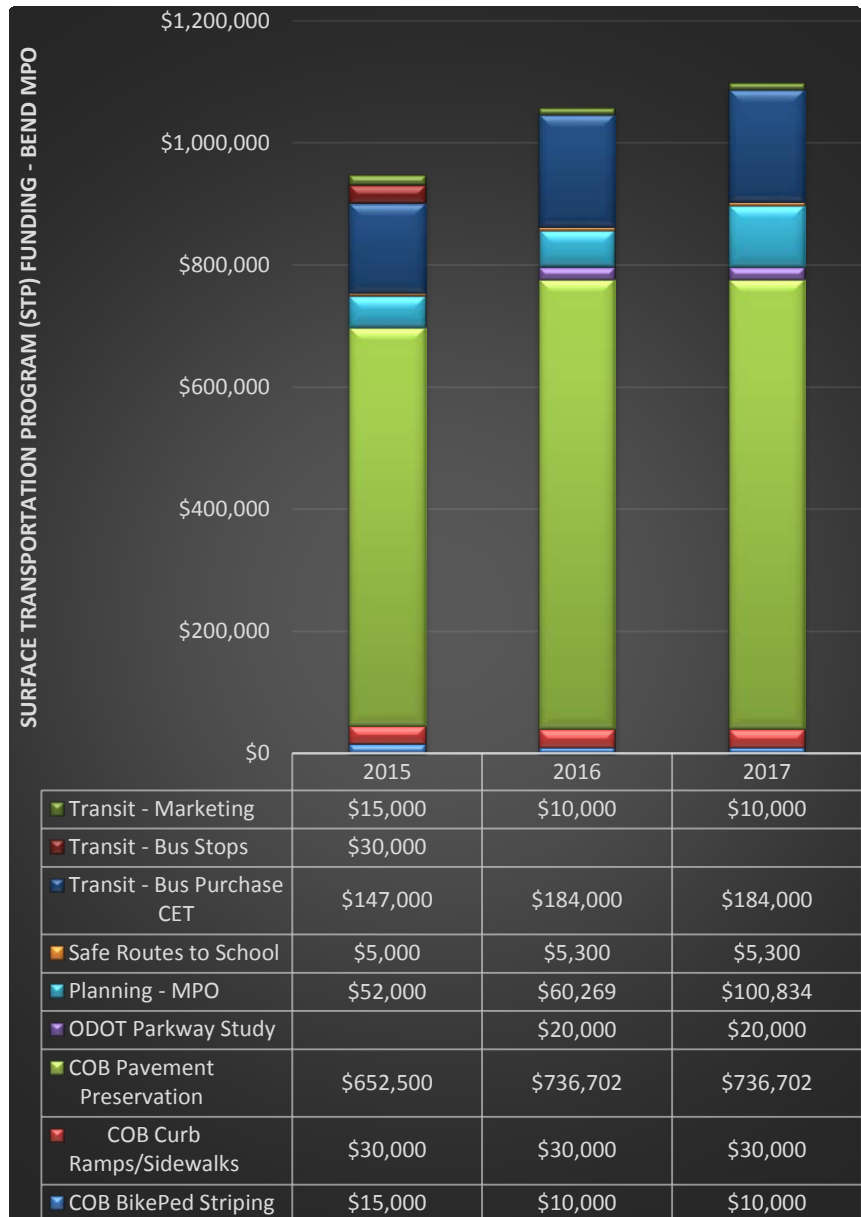
*Timeframe:* Report developed and published in 3<sup>rd</sup> quarter

*Lead Agency:* Bend MPO

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

**Subtask C. Surface Transportation Block Grant Program (STBG) Funds Management:** The

BMPO receives annual STBG 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 STBG funds for the City of Bend’s street preservation program for years 2016 and 2017. In recent years, the Policy Board approved using some of the STBG funds other projects including the purchase of replacements buses for the fixed route transit system in Bend. In FY2015-16, staff compiled a detailed list of possible uses for the STBG funds and reviewed the list with the TAC and Policy Board. The Policy Board used that information to modify the distribution process, including allocation funding for multiple years.



*Deliverables:*

- Programmed projects and updated funding process
- Verify STBG funding allocations are included in the MTIP/STIP as approved by the BMPO Policy Board

- Provide assistance to process the intergovernmental agreement for street preservation funds between the City of Bend and ODOT

*Timeframe:*

- Project allocation and identification processes in the 2<sup>nd</sup> and 3<sup>rd</sup> 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 FY2017-2018.

*Deliverables:*

- Participate in meetings and potentially provide comments on proposed land use actions that have an impact on regional transportation.

*Timeframe:* Ongoing: July - June

*Lead Agency:* Bend MPO

*Other Agencies Involved:* City of Bend and ODOT

**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). The BMPO, in cooperation with ODOT Region 4 and the ODOT ITS Unit, identify updates to the ITS architecture. BMPO staff 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. In FY2017-18, MPO staff will work with ODOT staff to determine if an update of the ITS plan is needed. If an update is warranted, staff will develop a scope of work, schedule and identify potential funding sources.

*Deliverables:*

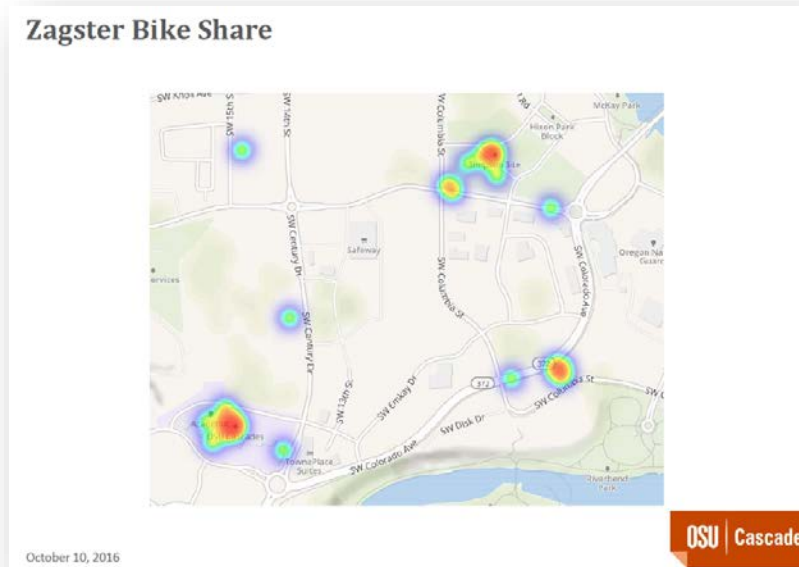
- ITS architecture maintenance and updates
- Review ITS Plan to verify proper listing of transit projects
- Potential scope and schedule to update the ITS Plan

*Timeframe:* ITS Architecture meeting and maintenance: ongoing

*Lead Agency:* Bend MPO

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

**Subtask F. Bike Share Plan:** In FY2016-17, MPO and City of Bend were going to initiate a bike share assessment. The City of Bend opted to use a pilot program in coordination with community business owners and OSU Cascades to implement several pilot locations that will be privately funded. As the pilot program progresses, a full bike share plan for the city of Bend may be initiated in FY2017-18.



*Deliverables:*

- Assist City of Bend with bike share plan scope and implementation

*Timeframe:* to be determined

*Lead Agency:* City of Bend with Bend MPO technical assistance

*Other Agencies Involved:* ODOT and Commute Options

**Subtask G. Interagency and Interjurisdictional Coordination - Committees:** Participate or track the work of 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 (ODOT)
- 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 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:* ODOT, Central Oregon Intergovernmental Council/Cascades East Transit, City of Bend, Commute Options, and Deschutes County

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

- 1) City of Bend UGB implementation work (City of Bend)
- 2) City of Bend projects (e.g. SDC update, transportation funding strategy) (City of Bend)
- 3) US 97 Truck Parking Research (ODOT)
- 4) US 97 Freight Plan (ODOT)
- 5) Bend Central Westside Plan (City of Bend)
- 6) US 20 (3<sup>rd</sup> Street) Preservation-Operations-Safety Project
- 7) ODOT All Roads Transportation Safety program
- 8) US 97/Powers Road planning
- 9) ODOT Public Transportation Plan update (ODOT). MPO Manager serving on Technical Advisory Committee
- 10) ODOT Policy Plan and Strategy Consolidation (ODOT). MPO Manager serving on advisory committee

As has occurred in prior years, it is anticipated that additional projects will arise in the 2017-18 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:* ODOT, Central Oregon Intergovernmental Council/Cascades East Transit, City of Bend, and Deschutes County

**Task 2 Estimated Timeline**

| Subtask Letter/Title |                                       | 1 <sup>st</sup> Quarter | 2 <sup>nd</sup> Quarter | 3 <sup>rd</sup> Quarter | 4 <sup>th</sup> Quarter |
|----------------------|---------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| A                    | MTIP                                  |                         |                         |                         |                         |
| B                    | Annual Funded Projects List           |                         |                         |                         |                         |
| C                    | STBG Funds                            |                         |                         |                         |                         |
| D                    | Land Use Review                       |                         |                         |                         |                         |
| E                    | ITS update                            |                         |                         |                         |                         |
| F                    | Bike Share Plan                       |                         |                         |                         |                         |
| G                    | Interagency Coordination – Committees |                         |                         |                         |                         |
| H                    | Interagency Coordination - Projects   |                         |                         |                         |                         |



The MPO has allocated STBG funding to Cascades East Transit to purchase buses, develop marketing materials, and construct transit stop improvements

### TASK 3: Long Range Planning

|                         |                   |
|-------------------------|-------------------|
| FTA 5303 Funding        | \$ 25,000         |
| STBG Funding            | \$ 70,269         |
| In-kind Local Match     | \$ 7,217          |
| <b>Total Task 3</b>     | <b>\$ 102,486</b> |
| Percent of Total Budget | 24%               |

**Description:** Task 3 will include initiating work to update the Metropolitan Transportation Plan (MTP), completion of the Bend Parking Study, development of the US 97 (Bend Parkway) Facility Plan, and a possible update to the Bend Public Transportation Plan (work with CET). The MTP must be updated every 5 years to comply with federal requirements. The next update is due by September 2019.

**Subtask A. Metropolitan Transportation Plan:** In FY2017-2018, the MPO will initiate an update the MTP. This plan update will align closely with the City of Bend TSP update to gain efficiencies in data collection and analysis. The update will be coordinated with ODOT Region 4, ODOT TPAU, Deschutes County and the City of Bend.

- Specific tasks that will inform the update of the MTP include:
  - Coordination with the City of Bend TSP update
  - Transportation system work completed in the City of Bend Integrated Land Use and Transportation Plan (ILUTP)
  - Complete the development of the MPO Parking Plan that began in 2016-17 to comply with Transportation Planning Rule requirements and inform City of Bend land use efficiency measures
  - Coordinate with City of Bend as it updates its System Development Charge methodology and project list
  - Coordinate with City of Bend as it updates its urban renewal plans, including the transportation components
  - Coordinate and update with TDM, Freight, Aviation and Rail work to inform the MTP
  - Complete the TBEST (Transit Boardings Estimation and Simulation Tool) project in coordination with CET to assist in the update of the Transit chapter of the MTP
  - Develop and adopt performance measures as required in the FAST Act
  - Coordinate with City Bridge Planning and Improvement Strategy
  - Development of the Bend Parkway (US97) Facility Plan
  - *Transition to Performance-based Planning and Programming* – FHWA and FTA encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. This work will be incorporated into the MTP development.

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 to meet regional goals.

Issues or changes that may trigger MTP updates may include: new funding not currently identified in the plan; new data (e.g. updated crash data); new land use data (e.g. urban growth boundary changes); or new data showing significant changes in travel patterns or modes.

*Deliverables:*

- MTP charter with ODOT and City of Bend on shared tasks
- Data collection and analysis
- Public Outreach
- Progress on a full MTP update
- Manage and implement project within budget and on schedule

*Timeframe:*

- July-June

*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 City of Bend is required to comply with the Transportation Planning Rule (TPR) OAR 660-012-0045, which requires MPO areas to reduce reliance on automobiles through a variety of measures. It is expected that this Citywide Parking Study will provide specific goals, policies, and implementation measures that will result in compliance with OAR 660-012-0045(5)(d)(A-F). This work will include an amendment to the TSP and modifications to the Bend Development Code (BDC), if necessary. The work will support the steps that the City has taken through previous planning efforts and the ILUTP strategy. 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 the first half of FY2017-18. The City of Bend is funding the study. The findings of the parking study will inform the next MTP update.

*Deliverables:*

- MTP Parking Plan Update

*Timeframe:*

- 1<sup>st</sup> and 2<sup>nd</sup> quarters

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

**Subtask C. US 97 (Bend Parkway) Facility Plan:** ODOT initiated work on the US 97 Facility Plan in the 3<sup>rd</sup> quarter of FY2016-17. The purpose of this planning effort is 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, and bicycle and pedestrian crossings. The BMPO Policy Board allocated \$20,000 in funding assistance in 2016 and 2017.

*Deliverables:*

- US 97 (Bend Parkway) Facility Plan

*Timeframe:*

- Phase two July - June

*Lead Agency:* ODOT Region 4

*Other Agencies Involved:* Bend MPO, FHWA, Cascades East Transit, Deschutes County 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 FY2017-18, 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 may be provided through an ODOT grant<sup>3</sup>.

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:

- 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 traffic flow reliability improvements on 3<sup>rd</sup> Street
- Work with the City of Bend to address parking issues along 4<sup>th</sup> Street between Hawthorne Station and US20
- Provide outcomes of Transit Boarding and Estimating Simulation (TBEST) tool to inform transit planning updates

*Deliverables:*

- Public Transportation Plan update (if funding is secured)
- Various implementation actions

*Timeframe:* Public Transportation Plan Update: 3<sup>rd</sup> and 4<sup>th</sup> quarters

*Lead Agency:* Cascade East Transit (CET)

*Other Agencies Involved:* City of Bend

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<sup>3</sup> 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 the 2<sup>nd</sup> quarter of FY2017-18.

### Task 3 Estimated Timeline

| Subtask Letter/Title  | 1 <sup>st</sup> Quarter | 2 <sup>nd</sup> Quarter | 3 <sup>rd</sup> Quarter | 4 <sup>th</sup> Quarter |
|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| A MTP Update          |                         |                         |                         |                         |
| B Bend Parking Study  |                         |                         |                         |                         |
| C US 97 Facility Plan |                         |                         |                         |                         |
| D Transit Planning    |                         |                         |                         |                         |



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 Street.

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

|                         |           |               |
|-------------------------|-----------|---------------|
| FHWA PL Funding         | \$        | 21,000        |
| FTA 5303 Funding        | \$        | 16,359        |
| In-kind Local Match     | \$        | 3,837         |
| <b>Total Task 4</b>     | <b>\$</b> | <b>41,196</b> |
| Percent of Total Budget |           | 10%           |

**Description:** The primary focus of this task is development and maintenance of the travel demand model and data collection and analysis. 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 may be used to assess scenarios reflecting land use and transportation alternatives. In FY2017-2018, 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 work with ODOT and FHWA to identify possible funding sources to develop a Safety Plan. Additionally, the MPO manager is serving on the Executive Committee of the Oregon Modeling Steering Committee<sup>2</sup> and multiple subcommittees.

**Subtask A. Transportation Model:** In FY2016-17, 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. This work incorporates the Planning Emphasis Areas (EPA) by creating a model that incorporates areas beyond the BMPO boundary to incorporate areas that affect regional transportation of an effective planning tool for future analysis that will be completed in the MTP update.

In FY2017-18, the MPO will utilize the new model as it initiates an update to the MTP. The BMPO will continue to work with ODOT TPAU for modeling support services. Staff will reinitiate work on the data and file management structure for all model-related files that began in 2016-17.

*Deliverables:*

- Model runs and output data for the MTP update
- Data and file management structure

*Timeframe:* Model runs 3<sup>rd</sup> and 4<sup>th</sup> quarters

Data and file management structure: 1<sup>st</sup> -3<sup>rd</sup> 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:*

- Model data for specific projects and planning efforts

*Timeframe:* Ongoing: July – June

*Lead Agency:* Bend MPO and ODOT

*Other Agencies Involved:* 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 BMPO manager also serves as the small-MPO representative on the OMSC Executive Committee.

*Deliverables:*

- Participation in the bi-annual meetings of Oregon Model Steering Committee
- Participating in meetings of the Executive Committee (6-8 meetings per year)

*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. Each task supports the efforts to move toward a *performance-based Planning and Programming* process. The MPO will work with local planning partners to determine to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets.

**Safety Program:** In FY2016-17, MPO and City of Bend staff initiated an update to the safety report, In FY2017-2018, MPO staff will finalize the safety report, collect and organize new crash data, 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 more detailed Safety Plan. BMPO will work with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets.

*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 with crash data. MPO staff will continue populating Tableau with available data and generate maps and reports. These reports in Tableau will serve to provide the performance measures for safety in order to establish targets by February 2018. In FY2017-2018, MPO staff will continue to: 1) participate in the Oregon Traffic Record Coordination Committee; 2) work with City staff to continue the data collection efforts for multi-modal volume data program; and 3) work with City staff and the ODOT Research Section to implement the Non-motorized Travel Activity Estimations and Crash Analysis project. The goal of this work is to develop a process for estimating bicycle miles of travel and pedestrian (or walking) miles of travel. That information can then help influence project selection and performance measures.

*Deliverables:*

- Performance Measures posted in Tableau
- Bend MPO Safety Report
- Collaboration, data collection and analysis of Non-motorized Travel Activity Estimation Project
- Continue multimodal data collection program with City of Bend staff
- Use the data to inform performance-based planning objectives with the Policy Board

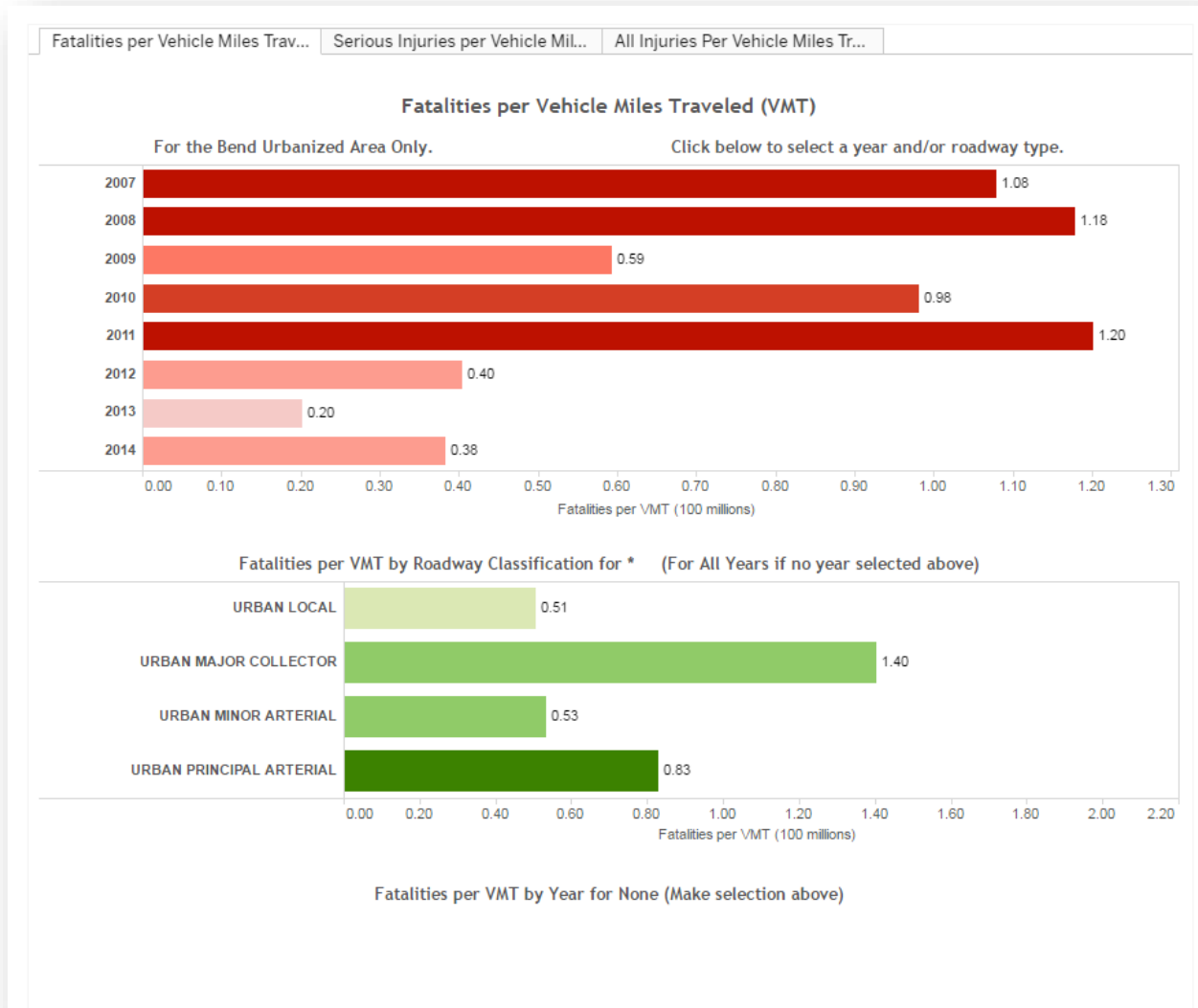
*Timeframe:* Ongoing: July – June

*Lead Agency:* Bend MPO

*Other Agencies Involved:* ODOT and City of Bend

**Task 4 Estimated Timeline**

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



In FY 2015-16, Bend MPO obtained the Tableau software to visualize and analyze crash and other data. In FY2017-2018, Bend MPO will make this data available to web users for review. Web users will also be able to view specific data in maps and charts. This data analysis tool will house the base data for the Bend MPO safety plan and performance measures. This data can be accessed at [bendmpo.org](http://bendmpo.org), Transportation Data or <http://public.tableau.com/profile/bendmpo#!/>



The Metropolitan Transportation Plan includes future roundabouts to improve safety and traffic flow. There are more than 30 roundabouts in Bend today. Seven new roundabouts were constructed between 2012 and 2016 from a variety of funding sources.



MPO staff assisted the City of Bend to develop a grant application and secure funding to construct sidewalks, curb ramps and transit stops along 3<sup>rd</sup> Street, a former state highway. Construction of the improvements began in 2016 with completion expected in 2017.



A summary of the FY2017-2018 budget is shown on the following table and graphs.

**Figure 1 Budget Summary Table**

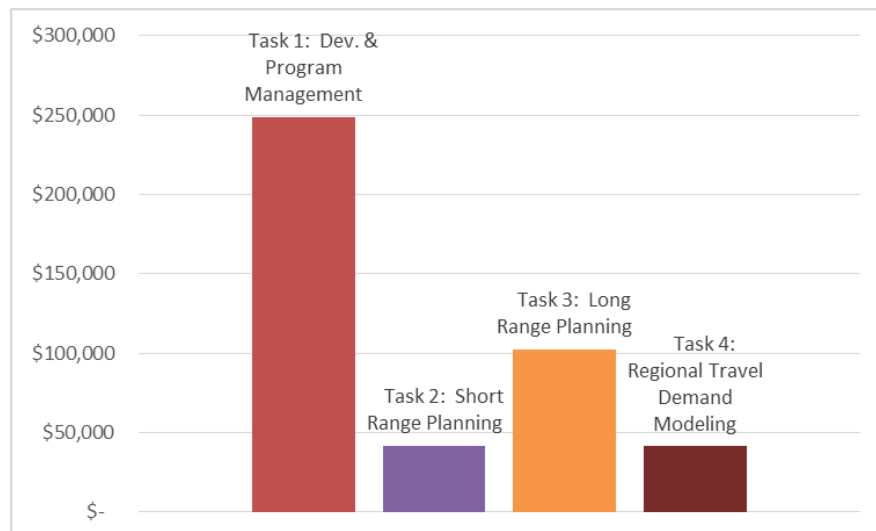
| Fiscal Year 2017/18 Budget Summary |                   |   |                   |
|------------------------------------|-------------------|---|-------------------|
|                                    | Resources         |   | Appropriations    |
| Beg. Working Capital               | \$ 70,000         |   |                   |
|                                    |                   | <b>By Budget Category:</b>              |                   |
| FHWA PL <sup>1</sup> (3)NEW        |                   | Personnel Services                      | \$ 210,640        |
| Federal Share                      | \$ 144,892        | Materials & Services                    | \$ 102,496        |
| State Match                        | \$ 16,584         | Interest Expense                        | \$ 500            |
| Local Match <sup>2</sup>           | \$ -              | Loan Repayment                          | \$ 70,000         |
|                                    |                   | Contingency                             | \$ 50,000         |
| FTA Section 5303 (3)NEW            | \$ 46,359         | <b>Total Budgeted Appropriations</b>    | <b>\$ 433,636</b> |
| Local Match <sup>2</sup>           | \$ 4,761          |   |                   |
| FTA Section 5303 (3)30948          | \$ 15,000         | <b>By Task:</b>                         |                   |
| Local Match <sup>2</sup>           | \$ 1,541          | Task 1: Dev. & Program Management       | \$ 248,803        |
| STBG (3)NEW                        | \$ 75,269         | Task 2: Short Range Planning            | \$ 41,151         |
| Local Match <sup>2</sup>           | \$ 7,730          | Task 3: Long Range Planning             | \$ 102,486        |
| Other Funding: OMPOC               | \$ 1,500          | Task 4: Regional Travel Demand Modeling | \$ 41,196         |
| <b>Total Grant Funding</b>         | <b>\$ 313,636</b> |   |                   |
| City of Bend Loan                  | \$ 50,000         |   | <b>\$ 433,636</b> |
| <b>Total Budgeted Resources</b>    | <b>\$ 433,636</b> | <b>Total Budgeted Appropriations</b>    | <b>433,636</b>    |

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

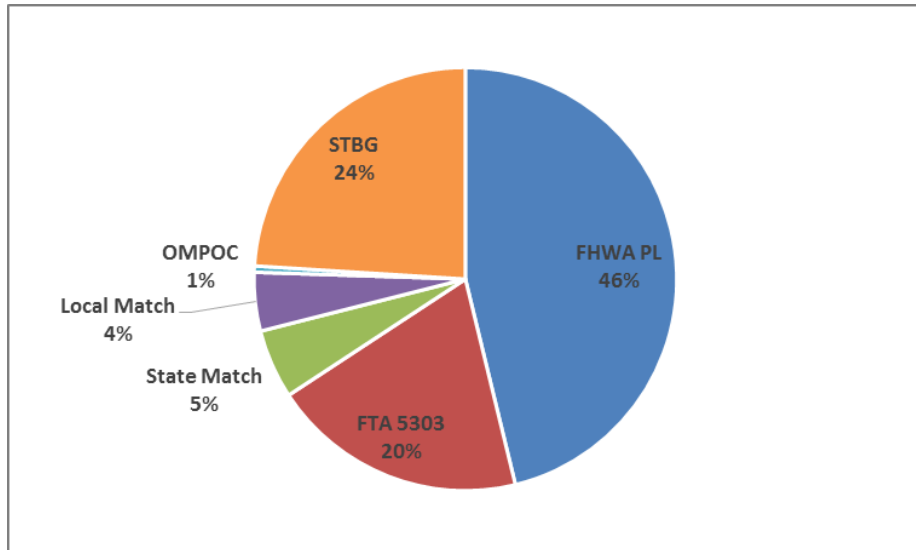
<sup>2</sup> Local match for the FTA and STBG funds can be provided as hard match or through “in-kind” services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff. See line 7 of Resources for in-kind match estimate from City Growth Management Department in the Line Item Budget on page 31

<sup>3</sup> NEW and 30948 refer to the funding agreement status for each funding source.

**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. In 2017-18 the transfers and allocations are consolidated and accounted for in the professional services line of the materials and services category (Table 1, line 36).

### **Financial Policies**

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.

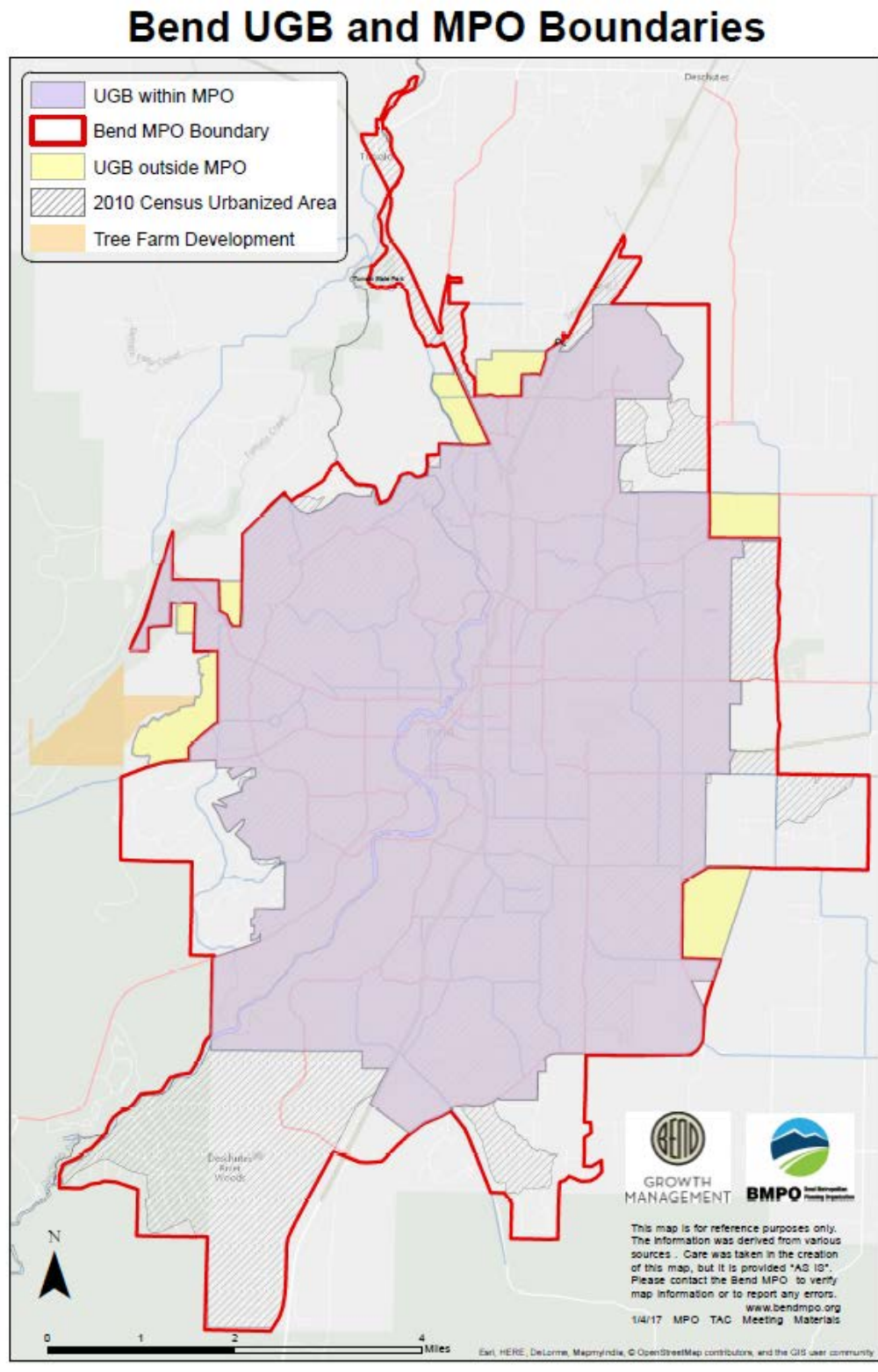
**Table 1 MPO Line Item Budget for Fiscal Year 2017-18**

| Line No. | Account Description                     | FY 14-15 Actuals | FY 15-16 Actuals | FY 16-17 Adopted | FY 16-17 Projected | FY 17-18 Proposed | FY 17-18 Approved | FY 17-18 Adopted |
|----------|---|------------------|------------------|------------------|--------------------|-------------------|-------------------|------------------|
|          | <b>Resources:</b>                       |                  |                  |                  |                    |                   | 3/20/2017         | 4/20/2017        |
| 1        | Beginning Working Capital <sup>1</sup>  | \$ 60,000        | \$ 35,000        | \$ 70,000        | \$ 22,000          | \$ 70,000         | \$ 70,000         | \$ 70,000        |
| 2        | Federal Pass-through DOT                | 425,199          | 235,542          | 289,990          | 289,990            | 281,520           | 281,520           | 281,520          |
| 3        | State match for MPO's                   | 30,894           | 15,815           | 68,181           | 68,181             | 16,584            | 16,584            | 16,584           |
| 4        | Intergovernmental Grant - Other         | 19,794           | 9,790            | -                | -                  | -                 | -                 | -                |
| 5        | Miscellaneous Revenue                   | -                | 550              | 9,296            | 7,931              | 1,500             | 1,500             | 1,500            |
| 6        | Loan from General Fund <sup>2</sup>     | 35,000           | 22,000           | 70,000           | 70,000             | 50,000            | 50,000            | 50,000           |
| 7        | Transfer from In-kind Match             | 13,933           | 7,200            | 30,125           | 30,125             | 14,032            | 14,032            | 14,032           |
| 8        | <b>Total Resources</b>                  | <b>\$584,820</b> | <b>\$325,897</b> | <b>\$537,592</b> | <b>\$ 488,227</b>  | <b>\$ 433,636</b> | <b>\$433,636</b>  | <b>\$433,636</b> |
| 9        |   |                  |                  |                  |                    |                   |                   |                  |
|          | <b>Requirements:</b>                    |                  |                  |                  |                    |                   |                   |                  |
| 11       | Regular Salaries                        | 156,021          | 128,099          | 134,054          | 132,000            | 135,700           | 135,700           | 135,700          |
| 12       | Other Payouts                           | 1,454            | 3,319            | -                | -                  | -                 | -                 | -                |
| 13       | Overtime                                | 84               | 681              | -                | 1,000              | 800               | 800               | 800              |
| 14       | FICA                                    | 11,628           | 9,704            | 10,106           | 10,000             | 10,300            | 10,300            | 10,300           |
| 15       | Unemployment                            | 156              | 132              | 134              | 200                | 200               | 200               | 200              |
| 16       | PERS & OPSRP                            | 20,709           | 19,548           | 19,827           | 19,600             | 24,800            | 24,800            | 24,800           |
| 17       | PERS Debt Service                       | 5,504            | 3,635            | 3,687            | 3,700              | 3,400             | 3,400             | 3,400            |
| 18       | Workers Compensation Ins                | 302              | 220              | 202              | 200                | 300               | 300               | 300              |
| 19       | Disability Insurance                    | 436              | 359              | 374              | 400                | 500               | 500               | 500              |
| 20       | Life Insurance                          | 238              | 193              | 207              | 200                | 200               | 200               | 200              |
| 21       | High Deductible - Premium               | 22,973           | 17,971           | 19,245           | 18,600             | 20,600            | 20,600            | 20,600           |
| 22       | High Deductible - Deductible            | 8,000            | 5,951            | 6,000            | 6,000              | 6,000             | 6,000             | 6,000            |
| 23       | High Deductible - Coinsurance           | 295              | 1,983            | 3,800            | 3,800              | 2,200             | 2,200             | 2,200            |
| 24       | Premium Dental Insurance                | 2,781            | 2,022            | 2,185            | 2,100              | 2,100             | 2,100             | 2,100            |
| 25       | Telemed Service                         | -                | -                | -                | 100                | 100               | 100               | 100              |
| 26       | OPEB Funding                            | 4,044            | 3,027            | 3,000            | 3,100              | 2,600             | 2,600             | 2,600            |
| 27       | Employee Parking                        | -                | -                | -                | -                  | 540               | 540               | 540              |
| 28       | Section 125 Benefits                    | 180              | 179              | 150              | 200                | 200               | 200               | 200              |
| 29       | Alternate Modes                         | 180              | 60               | -                | 100                | 100               | 100               | 100              |
| 30       | <b>Total Personnel Services</b>         | <b>\$234,985</b> | <b>\$197,082</b> | <b>\$202,971</b> | <b>\$ 201,300</b>  | <b>\$ 210,640</b> | <b>\$210,640</b>  | <b>\$210,640</b> |
| 31       |   |                  |                  |                  |                    |                   |                   |                  |
| 32       | Professional Services - Legal           | 1,950            | 286              | 1,000            | 500                | 1,000             | 1,000             | 1,000            |
| 33       | Professional Services - Consulting      | 172,932          | 7,978            | 120,806          | 125,502            | 35,381            | 35,381            | 35,381           |
| 34       | Professional Services - Financial Audit | 9,942            | 10,150           | 11,000           | 10,200             | 11,000            | 11,000            | 11,000           |
| 35       | Software Maintenance                    | 488              | -                | -                | 1,075              | 1,083             | 1,083             | 1,083            |
| 36       | Professional Services - Other           | 51,904           | 41,393           | 33,400           | 32,325             | 30,300            | 30,300            | 30,300           |
| 37       | Postage                                 | 9                | 2                | 100              | 25                 | 300               | 300               | 300              |
| 38       | Advertising                             | 443              | 282              | 500              | 300                | 500               | 500               | 500              |
| 39       | Copiers                                 | -                | -                | 500              | -                  | -                 | -                 | -                |
| 40       | Long Distance                           | -                | -                | 50               | 25                 | 50                | 50                | 50               |
| 41       | Equipment <\$5000                       | -                | -                | 300              | -                  | 300               | 300               | 300              |
| 42       | Office Supplies                         | 236              | 86               | 350              | 100                | 350               | 350               | 350              |
| 43       | Employee Costs                          | -                | 340              | 650              | 1,500              | 800               | 800               | 800              |
| 44       | Employee Costs - Required Training      | 1,466            | 582              | 2,400            | 1,472              | 2,000             | 2,000             | 2,000            |
| 45       | Employee Costs - Licenses & Dues        | 872              | 2,159            | 1,500            | 1,588              | 1,800             | 1,800             | 1,800            |
| 46       | Employee Costs - Employee Parking       | -                | -                | 540              | 540                | -                 | -                 | -                |
| 47       | Community Education & Outreach          | 202              | 813              | 1,100            | 350                | 1,100             | 1,100             | 1,100            |
| 48       | Insurance Deductibles                   | -                | -                | 2,500            | 2,100              | 2,500             | 2,500             | 2,500            |
| 49       | In-Kind Match                           | 13,993           | 7,200            | 17,125           | 17,125             | 14,032            | 14,032            | 14,032           |
| 50       | <b>Total Materials &amp; Services</b>   | <b>\$254,437</b> | <b>\$ 71,272</b> | <b>\$193,821</b> | <b>\$ 194,727</b>  | <b>\$ 102,496</b> | <b>\$102,496</b>  | <b>\$102,496</b> |
| 51       |   |                  |                  |                  |                    |                   |                   |                  |
| 52       | Loan Repayment                          | 60,000           | 35,000           | 70,000           | 22,000             | 70,000            | 70,000            | 70,000           |
| 53       | Interest                                | 398              | 543              | 800              | 200                | 500               | 500               | 500              |
| 54       | Contingency                             | -                | -                | 70,000           | -                  | 50,000            | 50,000            | 50,000           |
| 55       |   |                  |                  |                  |                    |                   |                   |                  |
| 56       | <b>Total Requirements</b>               | <b>\$549,820</b> | <b>\$303,897</b> | <b>\$537,592</b> | <b>\$ 418,227</b>  | <b>\$ 433,636</b> | <b>\$433,636</b>  | <b>\$433,636</b> |
| 57       |   |                  |                  |                  |                    |                   |                   |                  |
| 58       | <b>Ending Working Capital</b>           | <b>\$ 35,000</b> | <b>\$ 22,000</b> | <b>\$ -</b>      | <b>\$ 70,000</b>   | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>      |

<sup>1</sup> Line #1 represents the Beginning Working Capital from the City of Bend loan expected and/or received on June 30 of the prior fiscal year. For the proposed budget, the 2017-18 Beginning Working Capital is the amount of the City of Bend loan anticipated on June 30, 2017.

<sup>2</sup> Line #6 represents the loan amount expected and/or received on June 30 of the current fiscal year 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. For the proposed budget, the 2017-18 Loan from the General Fund noted in line 6 is related to the loan anticipated on June 30, 2018.

Figure 4: BMPO Study Area Map



## **APPENDIX A: Summary of Deliverables from the 2016-17 UPWP**

### **Task 1.0 Program Management**

- Approved & executed contracts
- Updated bylaws
- Monthly invoices to ODOT for reimbursement & monthly budget review reports to Policy Board
- 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 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 and Budget documents
- 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
- Adopted 2018-2021 MTIP
- Attendance and participation in STIP/MTIP committee meetings, including participation in discussions about possible development of new platform for all Oregon MPO TIPs
- Annual Listing of Obligated Projects
- Coordination on STBG funding issues & programmed STBG projects
- Worked with member entities to develop detailed list of possible uses for STBG funds
- Participated in discussions about significant land use proposals
- Worked with City of Bend to initiate bike pilot study
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtasks G & H)
  - Special Transportation Fund committee participation
  - COACT participation
  - Commute Options work group participation
  - ODOT Transportation Safety Action Plan update – serving on Policy Advisory Committee
  - ODOT Public Transportation Plan update – serving on Technical Advisory Committee
  - ODOT Freight Plan update – participated in process to identify critical urban freight corridors
  - City of Bend bicycle and pedestrian safety project development – mapping and data support
  - Tracking and providing comment on several City of Bend projects (e.g. SDC

- update, transportation funding strategy)
- Reviewing materials from Phase 1 of the US 97 Freight Plan

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

- Provided 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 impact the next MTP.
- Worked with ODOT as they initiated work on a Parkway (US 97) Facility Plan. Work will continue thru FY 2017-18.
- 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.
- Participated on DLCDC Rules Advisory Committee to update the greenhouse gas reduction targets for the states MPO areas, and to make recommendations on updating some parts of the Transportation Planning Rule

### **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
- 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 Executive Committee
- Participation in meetings of the ODOT Traffic Records Coordination Committee
- Continued work to load crash and volume data in Tableau software
- 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.

**Every Day Counts (EDC-3):** effort provides a framework and process for state departments of transportation. <https://www.fhwa.dot.gov/innovation/everydaycounts/edc-3/regional.cfm>

**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.

***Ladders of Opportunity: Access to Essential Services*** – FHWA and FTA encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision-making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

**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.

**Regional Models of Cooperation:** This Every Day Counts (EDC-3) effort provides a framework and process for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to develop multi-jurisdictional transportation plans and agreements to improve communication, collaboration, policy implementation, technology use and performance management across agency boundaries.

Issues like air pollution and traffic congestion do not stop at state DOT or MPO boundaries, but planning often does. Planning in jurisdictional silos can interfere with essential coordination of regional transportation planning solutions, which can lead to project delays, process inconsistencies and reduced freight reliability.

An enhanced process for effective communication used by state DOTs, MPOs and transit authorities can result in improved collaboration, policy implementation, technology use and performance management. Using these Regional Models of Cooperation requires thinking beyond traditional borders and brings together many entities to support common goals on transportation planning topics such as congestion management, safety, freight, livability and commerce.

**SOV: Single Occupancy Vehicle****STBG: Surface Transportation Block Grant, previously STP**

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

**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 Regions 4 and 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 direction, and strategic planning.

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 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

### **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. 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. 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.
- 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.
- 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.
- 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 2017-18 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 2017. Phase 2 to be determined.

ODOT Region 4 initiated development of a Facility Plan for the Bend Parkway in FY2016-17. The plan will be multi-faceted, including: an assessment of existing physical conditions and limitations, traffic operations, and safety; ITS options; future improvement options; and pedestrian and bicycle overcrossings. The project will be completed in multiple phases.

### **2) US 97 Truck Parking Plan**

Project Lead: ODOT Research Division

Project Timeline: FY2015-16 thru FY2017-2018

The shortage of truck parking has been identified as an issue across the state of Oregon and nationally. Patterns observed along the Central Oregon Freight Corridor, primarily comprised of I-84 and US 97, were described at a special joint meeting of the Oregon Freight Advisory Committee and COACT. This research focuses 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

### **3) US 97 Freight Plan**

Project Lead: ODOT Region 4

Project Timeline: FY2016-17 thru FY2017-2018

ODOT Region 4 is developing a freight plan for US 97. Phase 1 assessed existing conditions and identified problem areas and issues along the corridor. Phase 2, when funded, will identify specific freight-related projects for the corridor.

### **4) ODOT ARTS Projects**

Project Lead: ODOT Region 4

Project Timeline: 2017-2021

Project Budget: \$2,230,000

Website: [http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS\\_R4.aspx](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) 14<sup>th</sup> Street/Century Drive: Newport Avenue to Colorado Avenue**

Project Lead: City of Bend

Project Timeline: Planning and design in FY2017-2018. 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, pedestrian crossings, and storm drainage treatments.

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

Project Lead: City of Bend

Project Timeline: The City of Bend completed expansion of its urban growth boundary (UGB) in November 2016. Work is now beginning to implement the UGB.

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

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

Project Lead: City of Bend

Project Timeline: to be determined

Project Budget: unknown

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.

#### **8) Bend Open Streets**

Project Lead: Commute Options (primary funding source is the City of Bend)

Project Timeline: implementation 1-2 times each year

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.

#### **9) Bend Central West Side Plan**

Project Lead: City of Bend

Project Timeline: Phase 1 concluded in June 2016. Phase 2 will begin in FY2017-18.

Project Budget: to be determined

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

This project covers the Central Westside, including the area around the OSU Cascades campus. The project led 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.

### **10) Deschutes River Trail & Parks**

Project Lead: Bend Park and Recreation District

Project Timeline: to be determined

Project Budget: to be determined

Website: [http://www.bendparksandrec.org/Current\\_Projects/deschutes-river-trail/](http://www.bendparksandrec.org/Current_Projects/deschutes-river-trail/)

The 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, 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.

### **11) US 97 Incident Response Cameras**

Project Lead: ODOT Region 4

Project Timeline: to be determined

Project Budget: \$400,000

Install incident response cameras on US 97.

### **12) S. 3<sup>rd</sup> Street Pedestrian Access Project**

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

Project Timeline: construction began fall 2016 and will conclude by summer 2017

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.

### **13) City of Bend Transportation CIP update**

Project Lead: City of Bend

Project Timeline: 2017-2018

Project Budget: \$200,000

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

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

### **14) Bend Parking Plans**

Project Lead: City of Bend

Project Timeline: FY2016-17 and FY2017-18

Project Budget: \$500,000

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

### **15) 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 (additional funding is being sought to fully fund the project)



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 or upgrade Traffic Signals at US 20/Empire Blvd, US 20/O.B. Riley Road, US 20/River Mall Ave, US 20/Division St, and US 20/Greenwood Ave, including optimized detection, illumination devices and 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 employment 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.

# APPENDIX E: Self-Certification for the Bend MPO for Fiscal Year 2017-18

## SELF CERTIFICATION

Metropolitan Transportation Planning Self-Certification  
for the  Metropolitan Planning Organization (  MPO)  
STIP Fiscal Year(s)

The following is to demonstrate and resolve that the  Metropolitan Planning Organization's (MPO) transportation planning process meets all applicable requirements of Self Certification Process as specified in 23 U.S.C. 134, 49 U.S.C. 5303 and 23 CFR 450.

Confirm MPO planning processes and briefly describe approved changes since the most recent Self-Certification, as applicable. Submit Self Certification with locally approved Transportation Improvement Program (TIP).

1. Received Governor Designation (49 U.S.C. 5303(d), 23 U.S.C. 134(d) and 23 CFR 450.310)  Yes  No
2. Defined Geographic Scope (49 U.S.C. 5303(e), 23 U.S.C. 134(e) and 23 CFR 450.312)  Yes  No
  - a. Defined boundary included the metropolitan planning area, existing urbanized area, continuous area expected to become urbanized within the next 20 years, and air quality nonattainment or maintenance are (if applicable).

Summary of changes (800 characters max):

The City of Bend completed an expansion of its urban growth boundary (UGB) in November 2016. The MPO boundary will be expanded to include the UGB expansion areas. The MPO boundary expansion will be completed in the 4th quarter of FY2016-17.

3. Established Agreements (49 U.S.C. 5303(d), 23 U.S.C. 134(d), and 23 CFR 450.310 and 450.314)  Yes  No
  - a. Adopted bylaws or enabling statute of the MPO.
  - b. Established agreements among participating agencies relative to the metropolitan transportation planning process.
  - c. Established agreements between the State and MPO.
  - d. Established agreements between the MPO and other entities.

Summary of changes (800 characters max):

The agreement detailing roles and responsibilities for financial planning in the MPO area was updated in September 2016. Signatories to the agreement include the Oregon Department of Transportation, the Bend MPO, and the Central Oregon Intergovernmental Council (the transit operator).

4. Continuous, Cooperative and Comprehensive planning (49 U.S.C. 5303(c), 23 U.S.C. 134(c) and 23 CFR 450.306)

Yes  No

Summary of changes (800 characters max):

No significant changes.

5. Metropolitan Transportation Planning Products

a. Adopted Unified Planning Work Program (23 CFR 450.308 and 23 CFR 420.111):

Yes  No

- i. Established consistency with the Metropolitan Transportation Plan (MTP).
- ii. Documented planning efforts to satisfy the scope of the MTP and Metropolitan Transportation Improvement Program (MTIP)
- iii. Documented all transportation activities in the MPO planning area.

Link: <http://www.bendoregon.gov/government/departments/growth-management/bend-mpo/p>

Summary of changes (800 characters max):

b. Adopted Metropolitan Transportation Plan (MTP) (49 U.S.C. 5303(i), 23 U.S.C. 134(i), 23 CFR 450.322 and 450.324):

Yes  No

- i. Demonstrated fiscal constraint.
- ii. Established a 20-year planning horizon.
- iii. Developed in cooperation with the State Department of Transportation.
- iv. Developed in cooperation and established consistency with the capital and operational plans of the transit operator.

Link: <http://www.bendoregon.gov/government/departments/growth-management/bend-mpo/p>

Summary of changes (800 characters max):

4. Continuous, Cooperative and Comprehensive planning (49 U.S.C. 5303(c), 23 U.S.C. 134(c) and 23 CFR 450.306)

Yes  No

Summary of changes (800 characters max):

No significant changes.

5. Metropolitan Transportation Planning Products

a. Adopted Unified Planning Work Program (23 CFR 450.308 and 23 CFR 420.111):

Yes  No

- i. Established consistency with the Metropolitan Transportation Plan (MTP).
- ii. Documented planning efforts to satisfy the scope of the MTP and Metropolitan Transportation Improvement Program (MTIP)
- iii. Documented all transportation activities in the MPO planning area.

Link: <http://www.bendoregon.gov/government/departments/growth-management/bend-mpo/p>

Summary of changes (800 characters max):

b. Adopted Metropolitan Transportation Plan (MTP) (49 U.S.C. 5303(i), 23 U.S.C. 134(i), 23 CFR 450.322 and 450.324):

Yes  No

- i. Demonstrated fiscal constraint.
- ii. Established a 20-year planning horizon.
- iii. Developed in cooperation with the State Department of Transportation.
- iv. Developed in cooperation and established consistency with the capital and operational plans of the transit operator.

Link: <http://www.bendoregon.gov/government/departments/growth-management/bend-mpo/p>

Summary of changes (800 characters max):

c. Adopted Metropolitan Transportation Improvement Program (MTIP) (49 U.S.C. 5303(i), 23 U.S.C. 134(j) and 23 CFR 450.322 and 450.326):

Yes  No

- i. Summarized public involvement for MTIP development.
- ii. Demonstrated consistency with the MTP.
- iii. Demonstrated fiscal constraint.
- iv. Developed cooperatively with the State Department of Transportation.
- v. Developed cooperatively and is consistent with the capital and operational plans of the transit operator.
- vi. Included all Title 23 funded projects (23 U.S.C 134(j)).

Link: <http://www.bendoregon.gov/government/departments/growth-management/bend-mpo/p>

Summary of changes (800 characters max):

Several administrative and full amendments were processed in FY2016-17.

d. Adopted Public Participation Plan (23 CFR 450.316):  Yes  No

- i. Year of Plan Adoption:
- ii. Released for at least 45 days of public review.
- iii. Defines a process for interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Link: <http://www.bendoregon.gov/government/departments/growth-management/bend-mpo/p>

Summary of changes (800 characters max):

Staff will review current plans from several MPOs in the 4th quarter of FY2016-17. The findings from that review process will then be used to update the PPP in the 1st quarter of FY2017-18.

6. Considered and addressed the following planning factors (49 U.S.C. 5303(h), 23 U.S.C. 134(h) and 23 CFR 450.306):

Yes  No

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes for people and freight;
- g. promote efficient system management and operation;
- h. emphasize the preservation of the existing transportation system;
- i. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- j. enhance travel and tourism.

Summary of changes (800 characters max):

1) Developing relationship with Chamber of Commerce to better understand business and freight issues and needs. 2) MPO continues to provide a significant percentage of STBG funds to preservation of the City arterial and collector networks. 3) MPO continues to provide STBG funding for CET bus purchases and marketing/outreach. 4) ODOT project in MTIP includes significant funding for ITS projects, sidewalk construction and pedestrian crossings. 5) ODOT R4 initiated work on Parkway (US97) Facility Plan that will address many of these factors.

7. Adopted Title VI Plan (Title VI of the Civil Rights Act of 1964, Executive Order 13166, Executive Order 12898, 23 U.S.C. 324, 49 CFR 21 and 23 CFR 771):

Yes  No

Year of Plan Adoption:

Link:

Summary of changes (800 characters max):

No significant changes in FY2016-17.

8. Compliance with existing Disadvantage Business Enterprises (DBE) program requirements, as applicable for Federal Highway Administration subrecipients (49 CFR 26):

Yes  No

- a. Adopted the ODOT DBE Program Plan for FHWA funded contracts.
- b. Tracked DBE participation for inclusion in State reporting.
- c. Certify the inclusion of DBE assurances.
- d. Included DBE policy statement in standard contract language for consultants and sub-consultants.

Summary of changes (800 characters max):

The Bend MPO uses limited contracting to accomplish its annual work program. Contracts for MPO services use either the City of Bend contracting process or the ODOT contracting process. Information about the City of Bend's contracting process is available on the following site: <http://www.bendoregon.gov/government/departments/purchasing>

9. Compliance with existing DBE program requirements, as applicable for Federal Transit Administration and Federal Aviation Administration direct recipients (49 CFR 26,13):

Yes  No  N/A

- a. Approved DBE Plan by the State.
- b. Certify the inclusion of DBE assurances.

Summary of changes (800 characters max):

10. Americans with Disabilities ACT (ADA) compliance (Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 126, and 49 CFR 26, 37 and 38).

Yes  No

- a. Conducted meetings in accessible locations and provided reasonable accommodations.

Summary of changes (800 characters max):

11. Air Quality compliance (Clean Air Act, as amended 42 U.S.C. 7401; 49 U.S.C. 5303(g), and 23 U.S.C. 134(g)):

Yes  No  N/A

- a. Established roles and responsibilities for air quality monitoring, analysis and planning.
- b. Addressed air quality conformity requirements for nonattainment and maintenance areas (if applicable)

Summary of changes (800 characters max):

12. Compliant congestion management process in Transportation Management Areas, as applicable (49 U.S.C. 5303(k), 23 U.S.C. 134(k), 23 CFR450.322):

Yes  No  N/A

a. Developed a congestion management plan reflective of, and consistent with, the MTP and TIP.

Summary of changes (800 characters max):

13. Lobbying Prohibition compliance (49 CFR 20).  Yes  No

Summary of changes (800 characters max):

The annual 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.

14. Established policies and procedures regarding Employment & Business Opportunity Discrimination (49 U.S.C. 5332 and 23 CFR 230); Older Americans Act (42 U.S.C. 6101); Gender Discrimination (23 U.S.C. 324); and Discrimination Against Individuals with Disabilities (29 U.S.C. 794 and 49 CFR 27).

Yes  No

Summary of changes (800 characters max):

15. Worked in coordination with the State to satisfy federal subrecipient compliance (23 CFR 420.121(m), 49 CFR 18.37(a)):

Yes  No

Additional comments (1600 characters max):



IN ACCORDANCE WITH 23 CFR 450.334, THE OREGON DEPARTMENT OF TRANSPORTATION AND THE XXX METROPOLITAN PLANNING ORGANIZATION HEREBY CERTIFY THAT THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, AND 23 CFR 450;
- II. In nonattainment and maintenance areas (Clean Air Act, as amended 42 U.S.C. 7401; 49 U.S.C. 5303(g), and 23 U.S.C. 134(g));
- III. Title VI of the Civil Rights Act of 1964, as amended, Executive Order 13166, Executive Order 12898, 23 U.S.C. 324, 49 CFR 21 and 23 CFR 771;
- IV. 49 U.S.C. 5332 and 23 CFR 230, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity in Federal and Federal-aid construction contracts;
- V. 49 CFR 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. The provision of the Americans With Disabilities Act of 1990, 42 U.S.C. 126 and 49 CFR 27, 37 and 38;
- VII. 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;
- VIII. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
- IX. 29 U.S.C. 794 and 49 CFR 27 prohibiting discrimination against individuals with disabilities.

Tyler Deke, Manager

Printed Name, Position

Authorized MPO Representative

March 24, 2017

Date

By checking this box, I, the Authorized MPO Representative, certify that the metropolitan planning  process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements.