

BEND METROPOLITAN PLANNING ORGANIZATION (BMPO)

UNIFIED PLANNING WORK PROGRAM 2011 - 2012

**Adopted by the Policy Board
May 19, 2011**

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. The BMPO and the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein.

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

Resolution Number 2011-05

For the Purpose of Adopting the Fiscal Year 2011-2012 Unified Planning Work Program for the Bend Metropolitan Planning Organization

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

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

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

WHEREAS, the BMPO has developed a UPWP for fiscal year 2011-2012, in coordination with US DOT and ODT and in compliance with all applicable federal and state requirements; and

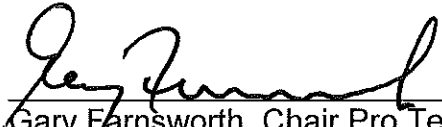
WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2011-2012.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP and budget for fiscal year 2011-2012.

Adopted by the Bend Metropolitan Planning Organization the 19th day of May, 2011.

Yes: 4 No: 0

Authenticated by the Chair Pro Tem this 19th day of May, 2011.


Gary Farnsworth, Chair Pro Tem

Attest:


Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

Policy Board

Mark Capell, Chair	City of Bend
Anthony DeBone, Vice Chair	Deschutes County
Gary Farnsworth	ODOT
Kathie Eckman	City of Bend
Tom Greene	City of Bend

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Heather Ornelas	Bend Area Transit
Peter Russell	Deschutes County & Deschutes Co. Bicycle & Pedestrian Advisory Committee
Jim Bryant	ODOT Region 4
Andrew Spreadborough	Central Oregon Intergovernmental Council (COIC) & Central Oregon Area Commission on Transportation (COACT)
Gene Zinkgraf	Central Oregon Community College (COCC)
Jeff Monson	Commute Options for Central Oregon
Satvinder Sandhu	Federal Highway Administration*
Ned Conroy	Federal Transit Administration*
Karen Swirsky	Oregon Dept of Land Conservation and Development*
Vacant	Oregon Department of Environmental Quality*

*Indicates non-voting members

Citizens Advisory Committee

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**Bend Metropolitan Planning Organization
Unified Planning Work Program
FY2011-2012**

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Bend Metropolitan Planning Organization Unified Planning Work Program 2011-2012

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 2011¹ 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 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. Concerns about increasing demands on the transportation system in an environment of decreasing funding available for capacity expansion, congested roadways, limited public transportation, and the preservation of “quality of life” have prompted debates at all levels of government. In central Oregon, rapid population growth and development has increased the importance of coordinated transportation planning. In addition, work is underway both within Oregon and nationally to address greenhouse gas emissions from the transportation sector.

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 SAFETEA-LU guidelines and the code of federal regulations, the 2011-2012 Unified Planning Work Program (UPWP) for the BMPO is the document identifying all transportation and related planning activities that will be undertaken within the metropolitan area during the project year from July 1, 2011 to June 30, 2012. 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).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

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

¹ The State of Oregon fiscal year runs from July 1 to June 30 and is the business year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2010 is numbered FY 2011. The federal fiscal year 2011 begins October 1, 2010 and runs through September 30, 2011.

Organizational Structure

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

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

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

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

The BMPO entered into an intergovernmental/interagency agreement with the City of Bend establishing the City of Bend as the administrative and fiscal agent for the BMPO. The agreement was renewed and extends that commitment through June 30, 2011. The agreement will be renewed in spring 2011. In fiscal year 2012-2013, it is anticipated that MPO staff will relocate to the ODOT Region 4 offices in Bend. The following committees and organizations provide input and guidance to the BMPO:

BMPO Technical Advisory Committee (TAC)

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

BMPO Citizens Advisory Committee (CAC)

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

BMPO Freight Advisory Committee (FAC)

The BMPO FAC consists of freight transportation stakeholders who advise the Policy Board on freight transportation issues and priorities, local mobility issues and concerns as it relates to the movement, transfer and delivery of freight related goods and services. The FAC does not have a regular meeting schedule and has been inactive for the past

three years. The FAC is expected to meet in fiscal year 2011-2012 to assist in the MTP plan update.

Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC)

As per the 2004-2005 UPWP, the Deschutes County Bicycle and Pedestrian Advisory Committee will function as a technical subcommittee to the TAC, advising and reporting to the TAC on bicycle and pedestrian issues in the MPO area.

BMPO Policy Board

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

BMPO Major Transportation Activities for Fiscal Year 2012

There are several priority issues that need to be addressed during FY2012. The top priority item is to update the Metropolitan Transportation Plan (MTP) to consider the following items:

- Revised forecast year
- US 97 EIS
- Revised long-range funding forecast
- Transportation Planning Rule requirements (performance measures)
- State highway and local roadway mobility standards
- Updated public transportation plan and companion land use analysis

ODOT Funding Support to the BMPO

Funding from FHWA, FTA, and ODOT supports the BMPO planning program. FHWA allocates Metropolitan Planning funds through ODOT to the BMPO by formula that consists of 89.73% federal funds and 10.27% local required match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds. Additional BMPO support comes from FTA 5303 planning funds and BMPO member in-kind support. It is anticipated that additional future support for BMPO planning projects could come from state grant programs (e.g. Transportation and Growth Management Program).

In 2006, ODOT's Transportation Planning and Analysis Unit (TPAU) completed development of the Bend area travel demand model. In 2009, BMPO and TPAU developed a cooperative agreement to share transportation modeling resources through a joint work program for FY2010-FY2013. BMPO staff will work with ODOT in FY2011-112to develop the joint work program for model support.

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.

UPWP Public Notification Process

The Bend MPO will engage the public through visitor comments encouraged at public meetings with scheduled BMPO committees. Additional notifications of the development of the UPWP will be included on the BMPO website, through email notification to stakeholder groups such as

media, neighborhood associations, and other interested parties, and collaboration with ODOT, FHWA, and FTA.

TASK 1: BMPO Development and Program Management

Beginning Working Capital	\$60,000 ¹
City Loan June 30, 2012	\$60,000 ²
FHWA PL Funding	\$143,880
FTA Funding	\$64,988
Other Sources (Grant Awards)	\$975
In-kind Local Match	\$12,000
Total Task 1	\$341,843
Percent of Total Budget	78% ³

¹ Beginning Working Capital from city loan received on June 30, 2011.

² Loan amount received on June 30, 2012 to cover reimbursed charges not received at the end of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred.

³ It should be noted that the Task 1 budget also includes administrative costs (Beginning working capital, city loan, financial administration, general administration, building rent, and computer information systems support), and direct expenses (supplies, travel, printing, etc.). These items comprise a significant percentage (66%) of Task 1 total costs.

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

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

Budget:* \$312,123
Percent of Task Budget: 91%

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

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

Timeframe: Ongoing: July - June

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

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

Budget: \$4,037
Percent of Task Budget: 1%

Deliverables: Monthly reports, Quarterly reports, 2012-2013 UPWP document, and self-certification statement.

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

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

Budget: \$12,547
Percent of Task Budget: 4%

Deliverables: Participation in the Oregon MPO Consortium; participation in the quarterly MPO/Transit District meetings; and other applicable groups and meetings.

Timeframe: Ongoing: July - June

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

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

During fiscal year 2009, the BMPO adopted a Public Participation Plan (PPP). The PPP establishes a process to inform and engage members of the public and transportation stakeholders regarding the work of the BMPO.

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

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

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

Another significant component of the public participation process is the Citizen Advisory Committee (CAC). The CAC was formed in fiscal year 2006. The purpose of the CAC is to involve the public in the metropolitan transportation planning process. The Policy Board considers recommendations from the CAC along with input from other public outreach efforts and other BMPO advisory committees.

The CAC advises the BMPO on several different aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the Metropolitan Transportation Plan. In the future, the role of the CAC will be evaluated to ensure the committee is optimally utilized. The CAC will meet as the update to the MTP is in process. To maximize use of staff time, joint meetings of the CAC and TAC may be held on occasion.

Budget: \$7,754
 Percent of Task Budget: 2%

Deliverables: Implemented Public Participation Plan, facts sheets, newsletters, BMPO project progress reports, community outreach, BMPO web site development and maintenance, Environmental Justice Analysis of the Metropolitan Transportation Improvement Program and Metropolitan Transportation Plan

Timeframe: Ongoing: July - June

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. If new information becomes available through the American Community Survey or the 2010 Census, the BMPO will update the Plan to incorporate the updated data. In addition, the BMPO will use the Plan when developing the 2012-2015 MTIP and the long range plan update to analyze the benefits and burdens of transportation system investments for different socio-economic groups.

Budget: \$5,381
 Percent of Task Budget: 2%

Deliverables: Assessment of new Title VI/EJ data sources
If necessary, updated GIS maps of minority & low-income populations
Updated Title VI/EJ Plan
Assessment of Title VI/EJ impacts from 2012-2015 MTIP and the updated long-range plan

Timeframe: Review of data sources and updated Plan: to be determined as new data is made available
2012-2015 MTIP assessment: 2nd quarter
Long-range plan assessment: 3rd or 4th quarter

TASK 2: Short Range Planning

FHWA PL Funding	\$34,888
FTA Funding	\$3,000
Total Task 2	\$37,888
Percent of Total Budget	9%

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

Subtask A. Metropolitan Transportation Improvement Program (MTIP): During fiscal year 2010-11, the 2010-2013 MTIP was completed and adopted. Activities during FY 2011/12 will involve maintenance of the 2010-2013 MTIP and development of the 2012-2015 MTIP. MTIP adjustment and amendments requests are initiated by the sponsoring agencies. Proposed changes are typically reviewed by the TAC and recommendations are forwarded to the Policy Board for approval. MTIP amendments are then forwarded to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP). Development of the 2012-2015 MTIP will require close coordination with member jurisdictions and ODOT.

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

Budget: \$4,886
Percent of Task Budget: 13%

Deliverables: Amended 2010–2013 MTIP
Adopted 2012-2015 MTIP
Participation in quarterly MTIP/STIP meetings

Timeframe: 2010-2013 amendments: 1st and 2nd quarters
Adopted 2012-2105 MTIP: 2nd quarter

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

Budget: \$2,975
Percent of Task Budget: 8%

Deliverables: Annual Listing of Federally Funded Projects

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

Subtask C. Surface Transportation Program (STP) Funds Management: In FY 2009, the BMPO developed draft project evaluation criteria and discussed possible funding targets (e.g. maintenance/preservation, modernization, bike/pedestrian, transit). Given the significant shortage of street preservation funding for major roadways in Bend, the Policy Board voted to continue providing all available STP funds through FY 2010-11 for the City of Bend's street preservation program. The City of Bend is evaluating local funding options to address the preservation shortfall. If a new local funding option is implemented, the MPO will finalize a new STP allocation process.

Budget: \$2,975
Percent of Task Budget: 8%

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

Timeframe: Project allocation and identification process in 3rd quarter

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

Budget: \$1,912
Percent of Task Budget: 5%

Deliverables: Submitted comments on proposed land use actions

Timeframe: Ongoing: July - June

Subtask E. Safe Routes to Schools: In FY2008-09, MPO staff became involved in the local SRTS process. Staff cuts at the City of Bend have greatly limited the City's ability to track and submit grants for the SRTS capital grant process. MPO staff will continue to be involved in this process including establishing application timelines, coordinating application submittals, and providing programming assistance. MPO staff will also continue to provide support to Commute Options for Central Oregon for the educational grant process. MPO staff will provide assistance with application submittals.

Budget: \$3,115
Percent of Task Budget: 8%

Deliverables: Submitted Safe Routes to Schools applications and programmed SRTS projects.

Timeframe: Ongoing: July - June

Subtask F. Road Users Safety Task Force: In FY2008-09, the City of Bend established a Road Users Safety Task Force in response to several bicycle and pedestrian fatalities. The Task Force embarked on an education campaign focused on bicyclists, pedestrians, and motorists understanding safe practices of cycling, walking and driving in Bend. The education campaign has included outreach and education options utilized elsewhere. Staff cuts at the City

of Bend have greatly limited the City's ability to be actively engaged in this process. MPO staff is coordinating the Task Force and will also assist with identifying and administering grant funding opportunities to further the goals of the group.

Budget: \$5,381
Percent of Task Budget: 14%

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

Timeframe: Ongoing: July – June

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

- 1) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 2) Development of the Environmental Impact Statement for the US97 Bend North Corridor project in north Bend (ODOT)
- 3) Development of Interchange Area Management Plan for S. US97 (Policy Board is serving as project Steering Committee) (ODOT)
- 4) Project development for interchange at US 97 and Murphy Road (ODOT)
- 5) Participating as necessary on the Central Oregon Public Transportation Advisory Committee (COIC)
- 6) Participating as necessary on the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 7) Participation in Central Oregon Area Commission on Transportation (ODOT)
- 8) Participating in the Commute Options for Central Oregon work group (Commute Options)
- 9) Participation on Technical Advisory Committee for Central Oregon Health Impact Assessment (focused on regional public transit) (Commute Options)
- 10) Participation on the Technical Advisory Committee for the COIC-led TGM project evaluating long-term transportation system issues throughout Central Oregon (COIC)
- 11) Possible participation on advisory committee for Central Oregon Park and Ride Study (COIC)
- 12) Participating in and providing technical support to the City of Bend urban growth boundary expansion process. The final outcome of this process will require revisions to the BMPO MTP and the BMPO boundary (City of Bend)
- 13) Participating in the update of the Deschutes County TSP (Deschutes County)
- 14) Assisting the City of Bend and potential other MPO member jurisdictions with development of a bicycle and pedestrian grant matrix (City of Bend)
- 15) Assisting the City of Bend with work (e.g. modeling, advisory committees) related to transportation projects to be funded through General Obligation Bonds (City of Bend)
- 16) Tracking and commenting on various state projects, including Least Cost Planning (ODOT)
- 17) Tracking and commenting on various STIP and CIP projects, including: City ARRA funded traffic signal project(City of Bend); development of the Central Signal System project (ODOT)
- 18) City of Bend transportation SDC update and CIP prioritization (City of Bend)

As has occurred in prior years, it is anticipated that additional projects will arise in the 2011-2012 fiscal year that will require BMPO participation.

Budget: \$10,695
Percent of Task Budget: 28%

Deliverables: Written and verbal input, BMPO attendance and participation at appropriate meetings, and technical assistance as appropriate.
Responses to local and state legislative and plan changes.

Timeframe: Ongoing: July - June

Subtask H. *Intelligent Transportation Systems (ITS):* The Deschutes County ITS Plan was updated in the 3rd and 4th quarters of FY 2010-11. Early in FY 2011/12, MPO staff will provide copies of the updated plan to applicable parties and prepare and present an overview of the plan if requested.

Any ITS project that is funded with Federal Aid dollars, including transit projects, must be in compliance with 23 CFR 940 (ITS Architecture Final Rule). The main components of the rule include development of a regional ITS architecture (including maintaining and using the architecture) and using a systems engineering analysis to develop ITS projects. Each fiscal year during the 4th quarter, the BMPO, in cooperation with ODOT Region 4 and the ODOT ITS Unit, will coordinate a meeting to identify updates to the ITS architecture. BMPO staff will then update the architecture file to reflect those changes.

Budget: \$5,949
Percent of Task Budget: 16%

Deliverables: Deliver copies of the update ITS Plan
ITS architecture maintenance meeting and updates

Timeframe: ITS Plan distribution: 1st quarter
ITS Architecture meeting and maintenance: 4th quarter

TASK 3: Long Range Planning

FHWA PL Funding	\$29,800
FTA Funding	\$5,000
Total Task 3*	\$34,800
Percent of Total Budget	8%

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

Description: The BMPO initiated development of the Metropolitan Transportation Plan (MTP) late in fiscal year 2005 and completed the MTP in late FY2007-08. The MTP conforms to the transportation planning requirements as set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. Federal regulations require the MTP be updated at least every 5 years. To meet the requirement, the MTP must be updated by June 30, 2012. In addition, some work will focus on compliance with the Oregon Transportation Planning Rule (TPR) requirements for metropolitan planning organizations. Long-range planning subtasks to be completed in FY2011-12 will include:

Subtask A. Metropolitan Transportation Plan Update: The City of Bend expanded its urban growth boundary (UGB). The expansion was remanded by the Land Conservation and Development Commission (LCDC). Pending the outcomes of the remand, the final UGB will not be determined until FY2012-13. The final UGB could have significant implications for the MTP. Given the uncertainty of the UGB, the MTP update will be comparatively minor in nature. Upon completion of the UGB expansion process, the MPO will initiate a major update to the MTP. The following items will be considered for the current update:

- To ensure consistency with federal planning requirements, the model horizon year will be extended to insure a minimum 20-year horizon. MPO staff will coordinate with ODOT staff and local agency staff to determine the best horizon year.
- Update the future deficiencies analysis, considering the following projects: US 97 North Corridor EIS, US 97/Murphy Interchange, and a possible bond funded roadway improvement program through the City of Bend.
- Update the financial analysis to include the revised revenue forecasts generated by ODOT (spring 2011)
- Update the project lists (financially constrained and illustrative)
- Update other MTP chapters as necessary (to be determined in consultation with the TAC, Policy Board, ODOT, FHWA, and FTA)
- Transportation Planning Rule work items
 - The adopted plan does not meet the per capita VMT reduction requirement and must therefore identify alternative performance measures.
 - Development of the TPR mandated parking chapter.
- Transit Plan update
 - The MPO received funding through the TGM program to update the Transit Plan and conduct some associated land use and infrastructure planning
 - Work on the Transit Plan was initiated in the 4th quarter of FY 2010-11.
 - The work products from the transit planning will be incorporated into the MTP.
- Additionally, if time allows, MPO staff may initiate a process with City and ODOT staff to consider alternative mobility standards for the City and ODOT systems.

Work on the MTP update was initiated in the 4th quarter of FY 2010-11. Detailed scopes of work will be developed for each subtask.

Budget: \$31,257
Percent of Task Budget: 90%

Deliverables:

- Updated MTP horizon year (most likely 2032 or 2033)
- Updated future deficiencies analysis
- Updated financial analysis
- Updated project lists (financially constrained and illustrative)
- Parking Chapter
- Transportation system performance measures
- Assessment of alternative mobility strategies
- Alternative mobility standards work plan
- Updated transit plan

Timeframe:

- Updated MTP horizon year – 1st quarter
- Updated future deficiencies analysis – 3rd quarter
- Updated financial analysis – 3rd quarter
- Updated project lists – 4th quarter
- Parking Chapter – 1st quarter
- Transportation system performance measures – 3rd quarter
- Assessment of alternative mobility strategies – 4th quarter
- Alternative mobility standards work plan – 4th quarter
- Updated transit plan – 4th quarter

Subtask B. Climate Change: The 2010 Oregon Legislature passed Senate Bill 1059, a statewide, comprehensive bill aimed at reducing greenhouse gas (GHG) emissions from transportation. SB 1059 names the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development as the lead agencies in implementing its requirements. ODOT and DLCD are to:

- Coordinate and consult with stakeholders, local governments, Metropolitan Planning Organizations (MPOs) and other state agencies to develop a state-level strategy to reduce greenhouse gases from transportation.
- Develop a toolkit to assist local governments and MPOs in reducing greenhouse gases from transportation.
- Develop guidelines for scenario planning, and provide information to LCDC to set transportation-related greenhouse gas reduction targets for areas served by metropolitan planning organizations.
- Conduct outreach and education to the public.
- Work with local governments within areas served by an MPO to consider what actions they might take, transportation-wise, to reduce greenhouse gases in the short-term.

Four committees have been established to track these various initiatives. Staff is actively tracking the work of these committees and providing comment on the draft work products being presented to the committees. Some of these committees will continue working into FY 2011/12 and staff will continue to track these efforts and provide feedback as necessary. Additionally, staff will continue working with ODOT and DLCD staff to determine when, or if, the outcomes of this effort are incorporated into the local planning process.

The work load associated with this subtask has been much greater than anticipated. With limited staffing, the BMPO has relied upon staff from the larger MPOs to track this work and provide detailed assessments of the potential impacts. It is assumed this same type of relationship will continue into FY 2011/12.

Budget: \$3,542
Percent of Task Budget: 10%

Deliverables: Participation in committee meetings
 Providing written comment on draft work items
 Participation in meetings or work sessions related to
 administrative rule development
 Outreach and information to the public

Timeframe: Ongoing: July - June

TASK 4: Travel Demand Modeling and Data Collection/Analysis

FHWA PL Funding	\$20,495
FTA Funding	\$3,000
Total Task 4	\$23,495
Percent of Total Budget	5%

Description: The primary focus of this task is maintenance of the travel demand model. Development of the new Bend area travel demand model was completed in FY2007. Work in fiscal year 2011-12 will include an extension of the travel model forecast year, model support for various studies, modernization projects, and other projects underway within the study area.

The travel demand model must be maintained as new information and data becomes available. The City of Bend adopted an Urban Growth Boundary expansion in January 2009. On November 3, 2010, the state Land Conservation and Development Commission (LCDC) issued an order that partially acknowledges and partially remands Bend's proposed UGB expansion. Upon completion and acknowledgement of the UGB (expected in FY2012-13), the forecast year land use data will be altered to match the UGB. Incorporating the UGB modifications to the travel demand model will likely require significant effort from both the BMPO and TPAU. For FY 2011-2012, the travel demand model forecast year will be extended to comply with federal regulations (20-25 year planning horizon). The economic recession has almost completely stalled economic and residential growth in Central Oregon. With the significant decline in economic activity, the model forecast year may be extended with minimal changes to the land use data. BMPO staff will work with ODOT, FHWA, FTA, and local agencies to determine how to best proceed.

Household travel survey data is an important component of the model. The data now being used in Oregon travel models is more than 15 years old. ODOT, the Oregon Model Steering Committee (OMSC), and the state's MPOs are collecting new household survey data throughout Oregon. The Bend MPO household travel survey was collected in March-May 2011. Cleaning and organizing the household travel data will occur in the 1st and 2nd quarters of FY 2011-2012. Staff time will be dedicated to assisting with data clean-up and organization, presenting the data to MPO committees, and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT to determine how to utilize the new data in the travel demand model.

This work task also includes collection and analysis of data in support of specific transportation planning studies that the MPO may undertake. Much of the information describes existing conditions and characteristics of the metropolitan area (e.g. bike lane data, sidewalk data, intersection data). The BMPO will evaluate the data collected for the local TSPs and determine whether additional data is needed to supplement the MTP.

Subtask A. *Transportation Model – Data Updates & MTP Support:* A new transportation model for the greater Bend area was completed in FY2007, including the final MTP scenario model. Data updates and MTP support items may include:

- To ensure consistency with federal planning requirements, the model horizon year will be extended. MPO staff will coordinate with FHWA, ODOT staff and local agency staff to determine the best horizon year.

- The MTP will be updated to comply with federal planning regulations and to ensure consistency with the Oregon Transportation Planning Rule. Model work items will include development of alternative performance measures and an assessment of future needs.
- A potential assessment of alternative mobility standards on the state and local roadway systems.

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

In the spring of 2009, TPAU completed development of a new Deschutes County travel demand model. The MPO will work with TPAU, Deschutes County, and other parties in Deschutes County to determine how to best proceed with further modeling efforts (e.g. maintain separate models, use only one model).

Budget: \$5,949
Percent of Task Budget: 25%

Deliverables: Extended model forecast year (may or may not include changes to the model support files)
 Model runs and output data to support the MTP update, TPR analysis and assessment of alternative mobility standards

Timeframe: Extended model forecast year: 1st quarter
 MTP and TPR related modeling: 2nd, 3rd, and 4th quarters
 Alternate mobility standards related modeling: 4th quarter

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

Budget: \$2,975
Percent of Task Budget: 13%

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

Timeframe: Ongoing: July – June

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

Budget: \$3,542
Percent of Task Budget: 15%

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

Timeframe: Ongoing: July – June

Subtask D. *Statewide Household Survey:* The travel demand model must be maintained as new information and data becomes available. Household (HH) travel survey data is an important component of the model. The data now being used in Oregon travel models dates to the mid-1990's. ODOT, the OMSC, and the state's MPOs are now conducting new HH surveys. The Bend MPO household travel survey was collected in March-May 2011. Cleaning and organizing the household travel data will occur in the 1st and 2nd quarters of FY 2011-2012. Staff time will be dedicated to assisting with data clean-up and organization, presenting the data to MPO committees, and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT to determine how to utilize the new data in the travel demand model.

Budget: \$4,445
Percent of Task Budget: 19%

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

Timeframe: Throughout fiscal year 2011-2012

Subtask E. *Data Collection/Analysis*

Ongoing data collection is important to ensure that transportation programs, services, facilities and projects effectively meet the needs of all persons. Accurate data helps support the decision making process. This work task includes collection and analysis of data in support of specific transportation planning studies that the BMPO may undertake.

In FY2008-09, the MPO initiated a process to become the regional transportation data warehouse. The initial focus has been on intersection turn data. Currently, available intersection data is housed on the MPO website using a basic Google maps interface. The MPO is investigating other options to better store this data, including software available from various private vendors. The MPO is looking to ultimately store mid-block count data and possibly crash data. In FY2010-11, the City of Bend hired a consultant team to develop a data collection and management program. Work on that project will continue into FY 2011/12.

In FY 2011/12, the MPO will continue working with City of Bend staff and their consultant team to develop a data collection, management and storage program. Upon completion of that project, a decision will be made on how to collect, manage, and store data, and ultimately, who will oversee that program. MPO staff will work with City staff and other local agency staff to make those decisions. In addition, a group comprised of staff from around the state began meeting in FY2009-10 to evaluate options for transportation data management. Staff will continue to participate in that working group.

In FY2008-09, the MPO initiated work on a regional arterial and collector sidewalk inventory update. The inventory is being developed using GIS. The MPO worked with several groups to

identify data that should be included in the inventory. Work on this project will continue into FY2011-12. Upon completion of the inventory, staff will work with member agencies to prioritize the missing segments. The intent is to better position the region for grant funding opportunities and better utilize available, but limited, local funds.

Budget: \$6,585
Percent of Task Budget: 28%

Deliverables: Travel model – data updates & MTP support
Travel model outputs (e.g. volume data) for local projects
Participation in OMSC meetings and subcommittee meetings
Completed Household Survey Report
Presentation of HH Survey summary to MPO committees and other interested parties
Workplan to integrate HH survey data into travel model
Transportation data collection, management, and storage process (and interface for staff and public)
Participation in statewide transportation data management process
Completed sidewalk inventory
Initiate work on sidewalk prioritization process

Timeframe: Ongoing: June – July

Budget Summary

A summary of the 2011/2012 budget is shown on the following tables and graphs.

Fiscal Year 2011/12 Budget Summary⁴			
	Funding Sources		Appropriations
Beg. Working Capital	60,000	By Budget Category:	
FHWA PL¹		Personal Services	226,175
Prior Year Authorizations:		Materials & Services	37,750
Federal Share	21,631	Interest Expense	800
State Match	2,475	Transfers to other funds	113,300
Current Year Authorizations:		Contingency	60,000
Federal Share	183,903		438,025
State Match	21,054		
FTA Section 5303³		By Task:	
Prior Year Authorization	33,188	Task 1: Dev. & Program Management	341,843
Current Year Authorization	42,800	Task 2: Short Range Planning	37,888
Other Sources (Grant Awards)	975	Task 3: Long Range Planning	34,800
Total Grant Funding	306,025	Task 4: Regional Travel Demand Modeling	23,495
City of Bend Loan	60,000		438,025
In-kind Local Match ²	12,000		
Total Budgeted Resources	438,025	Total Budgeted Appropriations	438,025

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

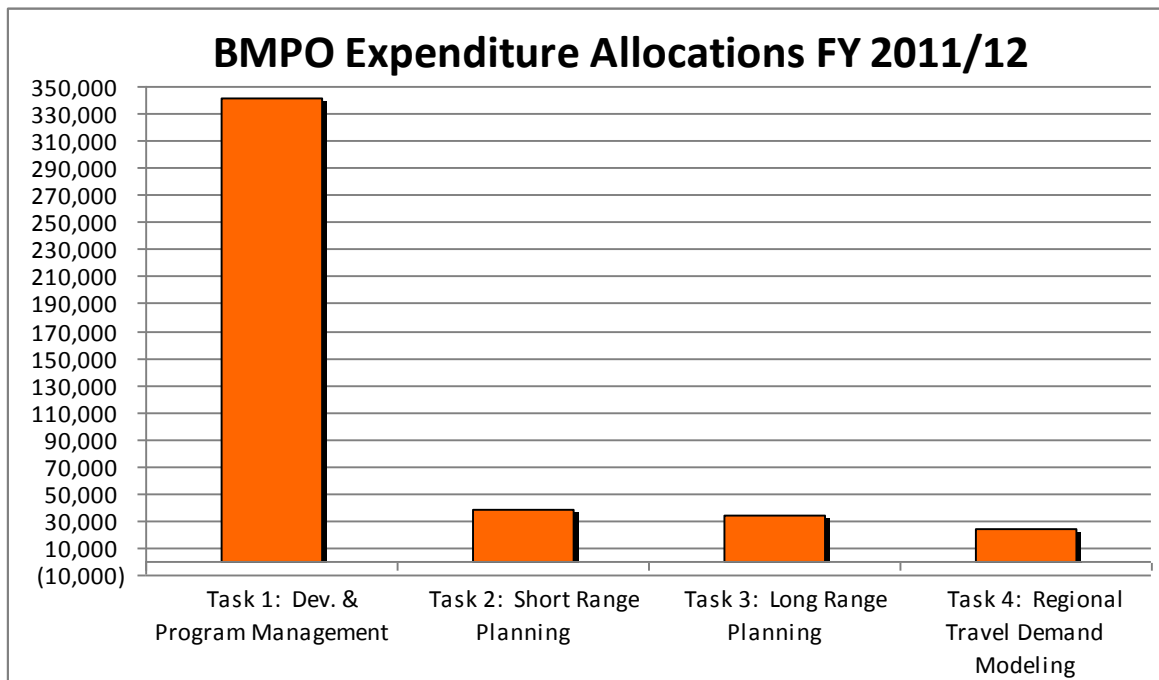
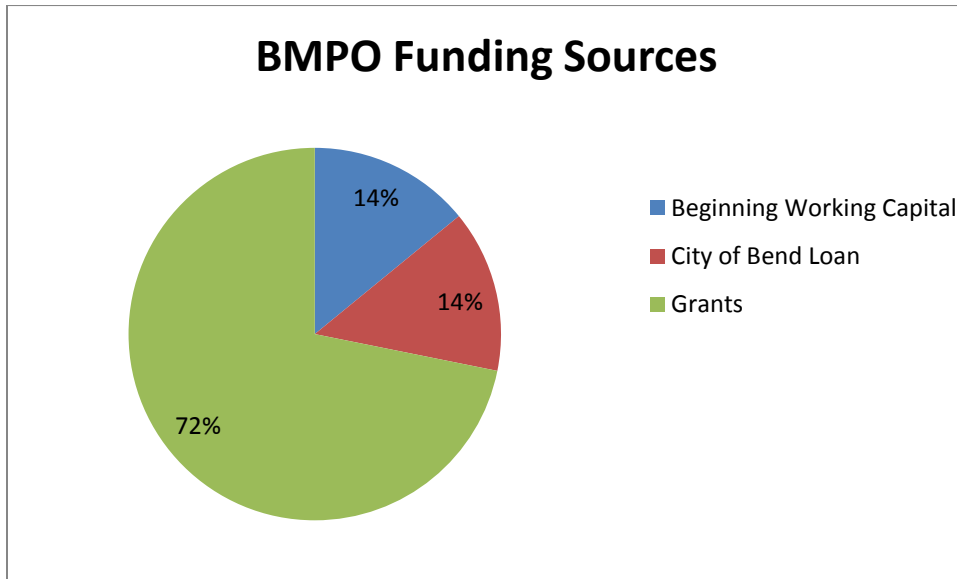
² Local match for the FTA funds can be provided as hard match or through "in-kind" services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff, see line 7 Transfer from Engineering for in-kind match estimate in the Line Item Budget on page 13.

³ The FTA funds are available over a 2-year period of time.

⁴ The numbers in the various tables may vary slightly due to rounding.

As shown in the above table, the 2011/12 budget includes both prior year and current funding authorizations. The 2011/12 work program includes significant work tasks and assumes nearly full expenditure of prior year authorizations. Future budgets will likely include only the funds available through current year authorizations, which are approximately \$248,000 in FY 2011/12. As a result, future budgets will reflect a reduction in expenditures from the proposed FY 2011/12 budget.

Budget Graphs



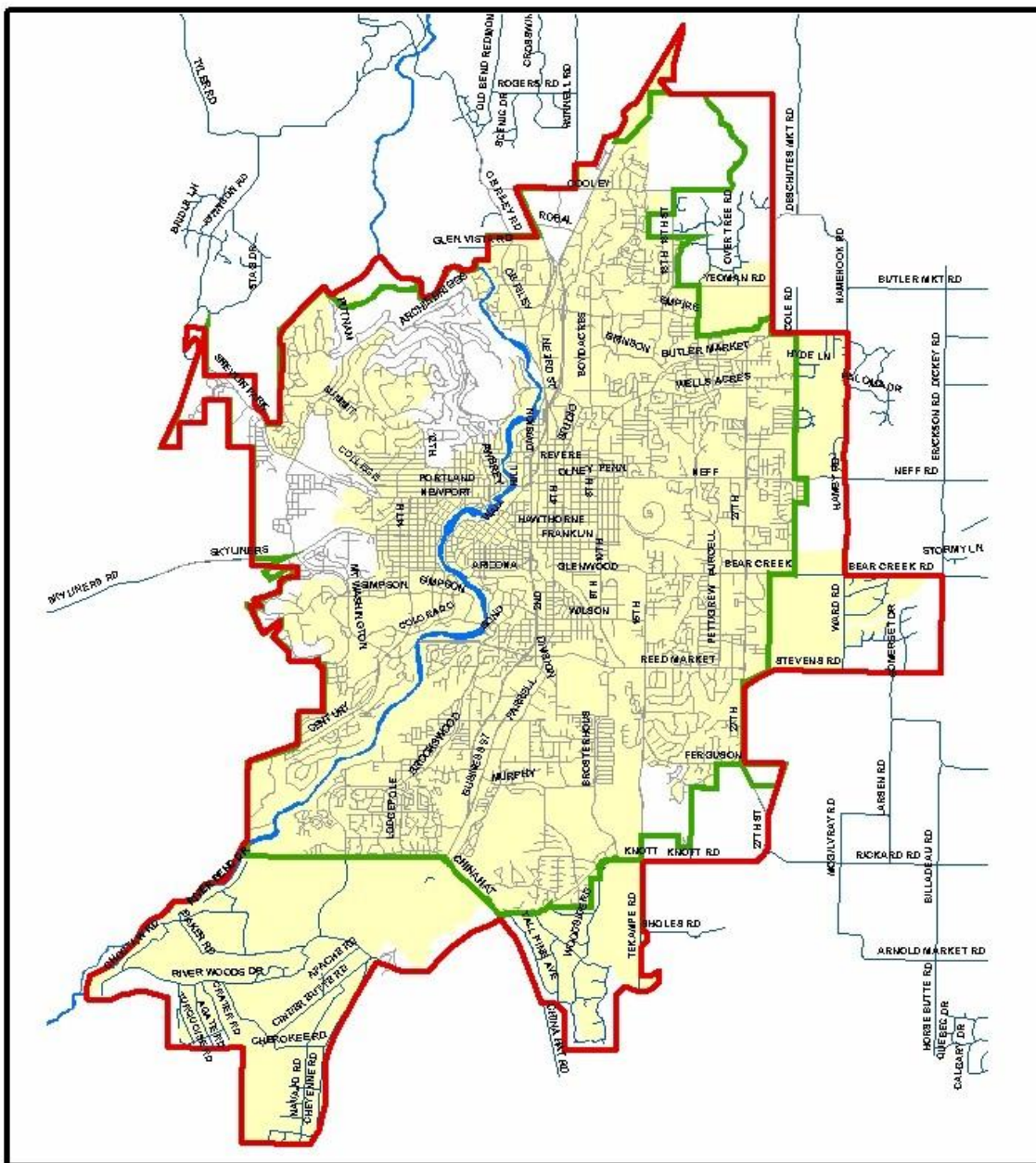
Line Item Budget Table

Bend Metropolitan Planning Organization Line Item Budget for Fiscal Year 2011/12								
Line No.	Account Description	Fiscal Year 2010/11					Fiscal Year 2011/12	
		FY 2008/09 Actuals	FY 2009/10 Actuals	Adopted Budget	Yr to Date Actuals *	YR-End Projection	Proposed Budget	Approved Budget
Resources								
1	Beginning Working Capital	\$ 26,649	\$ 32,000	\$ 55,000	\$ 50,000	\$ 50,000	\$ 60,000	
2	MPO Grant	232,411	\$ 250,501	327,800	136,748	281,529	281,521	
3	State Match for MPOs	19,171	22,849	26,700	11,788	26,022	23,529	
4	Other Revenue Sources (Grant Awards)	-	3,025	2,500	4,540	8,565	975	
		251,582	276,375	357,000	153,076	316,116	306,025	
5	Interest on Investments	-	-	-	-	-	-	
6	Purchase Discounts & Miscellaneous	-	681	-	-	-	-	
7	Transfer from Engineering	-	11,682	-	-	12,000	12,000	
8	Loan from City of Bend General Fund (1)	32,000	50,000	55,000	-	60,000	60,000	
9	Total Resources	\$ 310,231	\$ 370,738	\$ 467,000	\$ 203,076	\$ 438,116	\$ 438,025	
Expenditures								
Personal Services:								
10	Regular	135,082	141,929	147,332	108,152	145,700	145,859	
11	Overtime	289	58	-	-	60	60	
12	FICA	10,099	10,545	11,134	8,015	10,700	11,013	
13	Oregon Unemployment	136	142	1,179	865	1,200	2,334	
14	PERS & OPSRP	18,426	14,901	15,455	11,345	15,200	19,939	
15	Disability Insurance	560	589	612	406	500	547	
16	Health & Dental Insurance	28,733	32,089	34,455	25,431	34,000	18,144	
17	Life Insurance	196	205	204	140	200	186	
18	Workers Compensation Ins	270	262	171	209	300	297	
19	PERS Debt Service	3,653	4,972	5,157	3,785	5,100	5,105	
20	Alternate Modes	180	60	-	-	-	-	
21	Section 125 Benefits	-	60	60	45	100	120	
22	OPEB Funding	-	-	-	-	-	4,512	
23	High Deduct-Premium	-	-	-	-	-	11,158	
24	High Deduct-Deductible	-	-	-	-	-	4,000	
25	Premium Dental Insurance	-	-	-	-	-	2,901	
26	Total Personal Services	197,624	205,812	215,759	158,393	213,060	226,175	
Materials & Services:								
27	Supplies	9	98	100	-	-	100	
28	City Pd Employee Parking	756	374	-	-	-	-	
29	Mileage Reimbursement	814	449	900	323	500	500	
30	Meals and Lodging	2,189	1,564	1,800	1,027	1,800	1,400	
31	Conferences and Seminars	1,530	1,215	800	3,669	4,000	1,000	
32	Dues and Subscriptions	1,076	666	900	671	900	900	
33	Printing/Copies	109	-	200	-	200	800	
34	Advertising	1,075	1,582	500	3,340	3,800	1,500	
35	Copier	2,141	278	800	665	1,300	1,300	
36	Audit/Accounting Services	8,650	8,750	9,000	8,450	8,460	14,000	
37	Legal	1,778	5,068	5,000	885	3,000	3,000	
38	Consultants	15,051	10,759	122,000	34,707	35,544	12,850	
39	Telephone - Long Distance	40	59	100	12	100	100	
40	Postage	175	168	500	95	500	200	
41	Office	185	157	300	37	300	100	
42	Equipment < \$ 5,000	-	-	-	-	-	-	
43	Total Materials & Services	35,578	31,187	142,900	53,881	60,404	37,750	
44	Interest Expense	1,081	558	800	563	800	800	
Transfers:								
45	Repayment of General Fund Loan (1)	25,000	32,000	55,000	50,000	50,000	60,000	
46	Transfer - Information Tech	2,900	8,500	8,000	6,075	8,100	7,800	
47	Transfer - Facilities Mgmt	3,100	1,700	8,400	4,125	5,500	6,000	
48	Transfer - Administration	5,300	3,400	4,000	3,150	4,200	3,900	
49	Transfer - Finance	1,300	4,700	6,000	4,725	6,300	5,800	
50	Transfer - Risk Management	400	900	1,000	864	1,000	900	
51	Allocation to PW Admin	-	20,300	18,700	12,375	16,500	14,800	
52	Billed Svcs - Planning	-	-	-	-	-	-	
53	Billed Svcs - Engineering	-	-	-	-	-	-	
54	Transfer to BURA	-	-	-	-	-	-	
55	Transfer - Information Tech	1,754	-	-	252	252	2,100	
56	Transfer - Internal Engineering	4,200	11,682	-	-	12,000	12,000	
57	Total Transfers	43,954	83,182	101,100	81,566	103,852	113,300	
58	Contingency	-	-	6,441	-	-	60,000	
59	Total Expenditures & Contingency	\$ 278,237	\$ 320,739	\$ 467,000	\$ 294,403	\$ 378,116	\$ 438,025	

* YTD Actual as of 04/14/2011

(1) The General Fund loan shown on Line 8 reflects the estimated loan needed on June 30 of each fiscal year due to the reimbursement basis of the grant funding (the FY 2010-11 loan will be \$60,000). The Repayment of General Fund Loan shown on Line 45 reflects the loan repayment in July of the following fiscal year (the \$60,000 received on June 30, 2011 will be repaid in July of FY 2011-12). These are 0% interest loans.

FIGURE 1 – BMPO Study Area Map



Bend Metropolitan Planning Organization Boundary

<p>Legend</p> <ul style="list-style-type: none"> — BMPO Boundary — Urban Growth Boundary — City Limits — School District — City Parks 	 <p>Scale: 1" = 1800 ft.</p>	<p>DISCLAIMER: Information on this map was derived from the U.S. Census Bureau. No other information on this map was derived from the U.S. Census Bureau. The City of Bend is not responsible for any errors or omissions on this map. The City of Bend is not responsible for any errors or omissions on this map. The City of Bend is not responsible for any errors or omissions on this map.</p> <p>Prepared by City of Bend GIS Department 11-22-04 04.1074620016</p>
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APPENDIX A: Summary of Deliverables & Products from the 2011 – 2012 UPWP

Task 1.0 Program Management

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

Task 2.0 Short Range Planning

- 2010-2013 MTIP adjustments and amendments as needed
- Adopted 2012-2015 MTIP and amendments as needed
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtask G)
- Coordination on STP funding issues & programmed STP projects
- Annual Listing of Obligated Projects
- Land Use Reviews
- Safe Routes to Schools applications
- Road Users Safety Task Force – staffing support and materials support
- ITS Plan maintenance and updates as necessary

Task 3.0 Long Range Planning

- Updated Metropolitan Transportation Plan to comply with federal regulations and the Oregon Transportation Planning Rule
- Update Public Transit Plan (to be included in the MTP)
- Work program to evaluate alternative mobility standards for the ODOT and City roadway systems
- Participation and tracking Oregon's climate change planning efforts

Task 4.0 Travel Demand Modeling & Data Collection/Analysis

- Updated travel demand model to reflect the updated MTP
- Project analyses using travel demand model in support of local projects
- Participation in Oregon Modeling Steering Committee (and its subcommittees)
- Completed BMPO household travel survey, presentation of findings to MPO committees, and work plan to integrate HH survey data into the travel model
- Program to collect, manage, and store traffic data
- Sidewalk inventory

Summary of Bend MPO Activities 2010-2011

In fiscal year 2010-2011, the Bend MPO focused on several activities, including:

- completion and adoption of the FY2010-11 UPWP;
- processing several amendments to the 2008-2011 Metropolitan Transportation Improvement Program (MTIP);
- adoption of the 2010-2013 MTIP and processing several amendments;
- completion of the Annual List of Obligated Projects;
- adoption of the Title VI & Environmental Justice Plan;
- update of the Deschutes County ITS Plan;
- completed HH travel survey (results to be available FY 2011/12);
- initiated development of new long-range Public Transit Plan for BMPO area;
- initiated work on development of program to collect, manage, and store traffic data;
- initiated work on update to Metropolitan Transportation Plan;
- coordinated submittal of successful application to secure funding through the Paul Sarbanes Transit in Parks Program to improve transportation options between Bend and the trailheads along Century Drive (e.g. snow park access, hiking and mountain bike trail access, and Mt. Bachelor access). Funding will be used to purchase new buses and bus trailers (for gear) and install bus stops at two snow parks;
- participating in the US97 NEPA process;
- participating in the project development process for the new interchange on US 97 at Murphy Road;
- participating in the IAMP development process for the new interchange on US 97 at Murphy Road;
- maintaining the BMPO website;
- developing the first BMPO Newsletter;
- participating in statewide discussions about transportation data management and storage;
- participating and closely tracking the various components of the Oregon climate change planning process;
- assisting the City of Bend with development of a TIGER II grant application;
- coordinating development of Safe Routes to Schools education and outreach grant applications;
- coordinating grant applications for other safety-related projects;
- providing staff support to the local Road Users Safety Task Force;
- continued work on a regional sidewalk inventory update;
- programming the BMPO STP funds and working with CAMPO, RVMPO, LOC, AOC, and ODOT to revise the STP Intergovernmental Agreement to equitably distribute STP funds;

- developed tool to more easily access data from the ODOT Crash Database – funding received from ODOT’s Safety Division;
- presented a series of workshops throughout the Bend area on bicycle commuting – how to do it, safety issues, etc. – funding received from Oregon ACTS;
- established an agreement with ODOT and Bend Area Transit to define roles and responsibilities for financial planning and product development;
- initiated work on bicycle and pedestrian project prioritization;
- tracking and providing technical support to many local and regional projects; and
- participation on several local and regional advisory committees.

APPENDIX B: List of Transportation Planning Acronyms

ACT	Area Commission on Transportation Regional entities responsible for coordinating transportation planning and projects in multi-county areas; MPOs are required by ODOT to establish a relationship with their local ACTs and to coordinate with the ACTs in the prioritization of projects for submission to the STIP.
CAC	Citizens Advisory Committee
COACT	Central Oregon Area Commission on Transportation
EMME/2	“EMME/2” travel demand model forecasting software EMME/2 travel demand model forecasting software is the computer program used by most jurisdictions in the state of Oregon.
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IGA	Intergovernmental Agreement A formally adopted agreement between units of government that articulates the respective roles, duties and responsibilities of the agencies that are party to the agreement.
ODOT	Oregon Department of Transportation
ITS	Intelligent Transportation Systems Advanced technologies designed to improve the safety and efficiency of transportation facilities or services. Examples include coordinated traffic signals and adaptive traffic signal systems.
MPO	Metropolitan Planning Organization When cities reach a population of 50,000 and also meet other population density requirements, MPOs are designated for those areas by the governor of the state. The Bend Metropolitan Planning Organization (BMPO) represents a geographic area slightly larger than the city of Bend.
MTP	Metropolitan Transportation Plan The 20-year transportation plan for defining transportation improvement strategies and policies for the MPO area. The MTP must be coordinated with State, County and City jurisdictions.
OTC	Oregon Transportation Commission The Board of Directors for the Oregon Department of Transportation (ODOT).
PL	FHWA Metropolitan Planning Funds Comprise the majority of MPO funding.

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

SAFETEA-LU is the current federal transportation act in effect from 2005 through 2009.

SOV Single Occupancy Vehicle

STIP Statewide Transportation Improvement Program

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

STP Surface Transportation Program

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

TAC Technical Advisory Committee

TAZ Transportation Analysis Zones

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

TIP Transportation Improvement Program

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

TPR Transportation Planning Rule

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

TPAU Transportation Planning and Analysis Unit

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

TSP Transportation System Plan

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

- UPWP** **Unified Planning Work Program**
A federally required annual report describing the MPO's transportation work program and budget, and detailing the various local, state and federal funding sources that will be used.
- VMT** **Vehicle Miles Traveled**
MPOs and local jurisdictions are required by state mandates to reduce VMT per capita in their long-range transportation plans.
- 5303** **Federal Transit Administration (FTA) Metropolitan Planning funds**
Federal funding program used for MPO planning.
- 5309** **FTA Discretionary and Formula Capital Program**
Federal funding program for transit capital improvements.
- 5307** **FTA Formula Grant Program**
Federal funding program. Funding is available on the basis of a statutory formula to all urbanized areas in the country. The funding can be used for capital projects and operating assistance.
- 5310** **FTA Competitive Grant Program**
Federal funding program. Funding for transportation services for the elderly and persons with disabilities. Funds can continue to be used for capital costs or for capital costs of contracting for services.

APPENDIX C: Central Oregon TDM Program Overview

A local non-profit agency contracts with several entities to coordinate transportation demand management activities in central Oregon. The contractor promotes options other than driving alone to and from work. Their efforts are now expanding to consider all trips, not just commuting trips. Their efforts include outreach to business owners, employees, school age children and churches to encourage walking, bicycling, carpooling, teleworking and riding the bus.

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

City of Bend

The City of Bend implemented a Transportation Demand Management (TDM) Program approximately 10 years ago. The specific goals and objectives of the City's TDM Program were developed based on the directives outlined in the Bend TSP. The Program consists of three components: an Employee Program, Policy Directions, and Strategic Planning.

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

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

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

ODOT

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

and safety concerns by reducing Vehicles Miles Traveled (VMT) and Single Occupant Vehicle (SOV) trips.

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

The contractor facilitates the existing Rideshare Program in Deschutes, Jefferson and Crook counties by matching potential carpool candidates. Matching service must be initiated by potential candidates calling or sending an email to the contractor. The contractor provides rideshare and carpooling information and facilitate candidates' participation in the program. In the future, the contractor will coordinate regional involvement and participation in the multi-state Rideshare Online program. This program will replace the Rideshare Program.

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

- Access, maintain and expand Agency's existing Central Oregon Rideshare Database.
- Maintain Agency's existing toll-free telephone line with answering service provided for hours from 7:00 a.m. to 8:00 p.m.
- Provide information to the general public, employers and their employees on all TDM activities, including but not limited to ridesharing and park & ride facilities, and facilitate participation in the Rideshare matching service. Formats for providing the information include print, website, broadcast media, and individual contacts.
- Develop and conduct an annual survey of all Rideshare applicants as a method to keep the Rideshare address database current.
- Act as technical resource for businesses and other agencies regarding bicycle parking and promote installation of bicycle racks.
- Monitor activities before local government that may have an effect on land use and transportation and provide comments to the local government(s) as it relates to the Central Oregon TDM Program. Provide assistance and comments on relevant proposed local plan amendments, zone changes, subdivisions, and site plans.
- Participate on the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC)
- Participate in studies by other agencies and various planning groups around the Central Oregon region relating to public transportation
- Participate on the Central Oregon Area Commission on Transportation (COACT)
- Participate on the Deschutes County Bicycle and Pedestrian Advisory Committee
- Promote and educate employers in the Tri-County (Deschutes, Crook and Jefferson) area regarding all TDM activities.
- Continue developing new park and ride facilities within existing parking lots and maintaining existing lots. Market the use of park and ride facilities
- Chair TDM Program Working Group
- 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
- Bicycle Parking Program. Encourage employers to install or upgrade bicycle parking and amenities by providing a subsidy as an incentive.
- Manage and update, as needed the commute options website regarding the Rideshare/TDM program, activities and options available to the public. The website must have online capabilities for potential ridesharers to submit match information.
- Prepare monthly performance evaluation/assessment reports to the Agency Contract Administrator throughout life of contract.
- Prepare quarterly performance evaluation/assessment reports to the Agency Contract Administrator throughout life of contract.

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

ODOT Region 4, Deschutes County, and the City of Bend will be undertaking several planning and development projects in the BMPO area in the 2011-12 fiscal year. Each project is described below.

1) US97 Bend North Corridor Project: Phase 1

Project Lead: ODOT Region 4

Project Timeline: Draft EIS = Spring 2011, Final EIS = Spring 2012, Record of Decision = Winter 2012

Phase 1 Budget: \$10,424,000

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

2) South Parkway Interchange Area Management Plan (IAMP)

Project Lead: ODOT Region 4

Project Timeline: Completion expected 1st quarter FY2011-12

Project Budget: \$136,300

The U.S. 97: S. Parkway/Murphy Interchange Area Management Plan (IAMP) is a follow-up planning effort based on the South Parkway Refinement Plan. The South Parkway Refinement Plan recommended locations and conceptual designs for interchanges at Powers Road and at Murphy Crossing. The IAMP includes only the proposed South Bend Parkway/Murphy Interchange and does not include modifications to the Powers Road Interchange. Work was initiated on the S. Parkway/Murphy IAMP to identify transportation improvements and management strategies in the Interchange Area. The BMPO Policy Board is serving as the Steering Committee for the IAMP and will provide overall guidance for the refinement plan. Completion of the IAMP is expected in the summer of 2011.

3) US 97/Murpy Road Overcrossing

Project Lead: ODOT Region 4

Project Timeline: Construction is expected to begin in spring 2013

Project Budget: \$25,100,000 (\$2,100,000 for engineering, \$23,000,000 for right-of-way acquisition, utility relocations, and construction)

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

4) City of Bend Urban Growth Boundary (UGB) Expansion

Project Lead: City of Bend

Project Timeline: The City of Bend expanded its urban growth boundary (UGB). The expansion was remanded by the Land Conservation and Development Commission (LCDC). Pending the outcomes of the remand, the final UGB will not be determined until FY2012-13.

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

5) Deschutes County TSP Update

Project Lead: Deschutes County

Project Timeline: December 2008 through December 2011

Project Budget: \$100,000

Deschutes County secured a transportation and growth management (TGM) grant to update its transportation system plan (TSP). Work will include development of a new county-wide travel demand model. Work began in December 2008 and a draft plan is expected in June 2011. Adoption of the plan is expected in fall 2011.

6) City of Bend Transportation Data Program

Project Lead: City of Bend

Project Timeline: February 2011 through December 2011

Project Budget: \$70,000

The City of Bend hired a consultant firm to assist the City with the on-going collection, management and analysis of vehicle and multi-modal volume and crash data. Work began in February 2011 and is expected to conclude in December 2011.

7) Central Oregon Park and Ride Study

Project Lead: Central Oregon Intergovernmental Council (COIC)

Project Timeline: To be determined

Project Budget: \$95,000

COIC secured a grant through the ODOT Flexible Funds Program to develop a park-and-ride plan for Central Oregon. The plan will consider park and ride lots locations, sizing, prioritization and scheduling the construction of park and ride lots in coordination with transit facilities and services, as well as coordination with increased TDM measures being studied throughout Central Oregon. Work is expected to begin in summer 2011.

APPENDIX E: BMPO Self-Certification

Resolution Number 2011-06

For the Purpose of Approving the FY2011-2012 Self Certification Process for the Bend Metropolitan Planning Organization

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

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

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

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

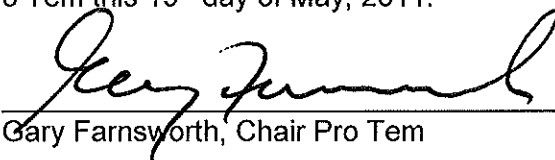
NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the BMPO certifies that its transportation planning and programming activities meets all applicable requirements of the Self-Certification Process.

Adopted by the Bend Metropolitan Planning Organization the 19th day of May, 2011.

Yes: 4

No: 0

Authenticated by the Chair Pro Tem this 19th day of May, 2011.



Gary Farnsworth, Chair Pro Tem

Attest:



Tyler Deke, MPO Manager

**Metropolitan Transportation Planning Self-Certification
For the Bend Metropolitan Planning Organization (BMPO)
Fiscal Year 2011-2012**

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

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

Describe the Entity Designated as the MPO

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

Identify When the MPO Designation was last Made or Modified

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

Identify Participating Agencies

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

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

Describe the Physical Boundaries/Provide a Map

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

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

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

1. Intergovernmental Agreement for the Purpose of Establishing the Bend Metropolitan Planning Organization and Specifying MPO Cooperation with the

State Department of Transportation signed in December 2002 by ODOT and the parties in the Bend MPO. The IGA was amended in December 2009.

B. Agreements between the State and the MPO include:

1. Annual FHWA planning funds agreement between ODOT and BMPO;
2. Annual agreement between the ODOT Public Transit Division and BMPO for FTA Section 5303 funds; and
3. Agreement between ODOT, BMPO, and the City of Bend (public transit provider) outlining the roles and responsibilities for planning projects.
4. Agreement between BMPO and ODOT Transportation Planning Analysis Unit regarding travel demand model development, maintenance, and usage. The agreement extends through FY2013.
5. Agreement between BMPO, ODOT, and the Central Oregon Intergovernmental Council (public transit provider) outlining the roles and responsibilities for financial planning and development of the annual Obligated Project List (agreement to be completed by June 30, 2011)

C. Agreements between the MPO and other entities include:

1. Intergovernmental/Interagency Agreement between the BMPO and the City of Bend establishing the City of Bend as the administrative and fiscal agent for BMPO from July 1, 2009 to June 30, 2011 (agreement to be updated by June 30, 2011).
2. Intergovernmental/Interagency Agreement between the BMPO and the City of Bend (public transit provider) that specifies cooperative procedures for carrying out transportation planning and programming in the Bend urbanized area for public transit, including procedures for meeting the federal public participation requirements.

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

A. Cooperative Metropolitan Planning Process

The BMPO member entities, including ODOT, collaborate in carrying out the requirements of the Metropolitan Transportation Planning Process. The Bend Area Transit system is owned by the City of Bend, a member of the BMPO. Management and operation of Bend Area Transit, however, was transferred to the Central Oregon Intergovernmental Council (COIC) in FY 2010-2011. This cooperative process includes city and state participation in the decision-making processes of the BMPO Policy Board and Technical Advisory Committee (TAC). Bend Area Transit is represented on the TAC. ODOT, DLCD, and ODEQ designate staff to serve on the TAC.

The metropolitan transportation planning process includes:

1. Development and maintenance of a long-range Metropolitan Transportation Plan (MTP)

2. Development and maintenance of a Metropolitan Transportation Improvement Program (MTIP)
3. Review of specific transportation and development proposals for consistency with the MTP
4. Coordination of transportation decisions among local jurisdictions and state agencies
5. Development of an annual work program

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

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

5. Metropolitan Transportation Planning Products

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

All of the tasks in the FY2010-11 UPWP for the BMPO, with the exception of the Metropolitan Transportation Plan (MTP) update, are being implemented on schedule. The delay in updating the MTP is directly linked to delays in finalizing the City of Bend urban growth boundary expansion. As a region that has experienced rapid growth, many projects that directly impact the MPO are underway. MPO staff is trying to track and/or maintain involvement in these many projects. Most of these projects (e.g. corridor studies, land use studies, etc.) will have a direct impact on the projects and policies contained in the MTP. Some tasks, however, have been and are being performed at a pace above and beyond what had been anticipated in the UPWP.

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

The federally compliant 2007-2030 Metropolitan Transportation Plan (MTP) was adopted in June 2007. A minor update was initiated in FY 2010-2011. The update will be focused on maintaining federal compliance and also addressing Oregon Transportation Planning Rule (TPR) requirements for MPO areas. Upon completion of the City of Bend Urban Growth Boundary expansion, the MPO will embark upon a major update to the MTP.

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

The BMPO developed the 2010-13 MTIP in cooperation with ODOT and local transit providers. This MTIP has been reflected in the STIP in its entirety. The BMPO is beginning development of the 2012-2015 MTIP. The new MTIP will be completed in the 2nd quarter of FY2011-12. The BMPO will coordinate its prioritization process and its list of transportation project priorities for ODOT modernization projects with the Central Oregon Area Commission on Transportation (COACT).

6. Planning Emphasis Areas

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

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

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

The Great Recession has been particularly bad for Bend and the greater Central Oregon region. The Bend MSA (Deschutes County) is classified as an Economically Distressed Area (EDA). The seasonally adjusted unemployment rate in December 2010 was 10.6%. The unemployment rate spiked at 16.4% in May 2009. With the collapse of the local real estate market and the loss of several manufacturers, all expectations are that the economic recovery in Deschutes County will lag the national recovery. In addition, many workers commute into the Bend MSA from adjacent counties. Unemployment rates in these counties are even higher than that of the Bend MSA. The seasonally adjusted unemployment rate in Crook County (east) in December 2010 was 18.5%. The unemployment rate in Crook County spiked at 22.4% in June 2009. The seasonally adjusted unemployment rate in Jefferson County (north) in December 2010 was 14.7%. The unemployment rate in Jefferson County spiked at 16.2% in May 2009. The Bend MPO received funding through the American Recovery and Reinvestment Act (ARRA). The funds were programmed for roadway preservation work. Work on those projects was completed in June 2010 and utilized a local contractor. In addition, Bend Area Transit received funding through ARRA. The Bend MPO programmed some of those funds for bus stop improvement work. Those improvements were fully implemented using local contractors and vendors. In addition, the city of Bend received ARRA funding through the Energy Efficiency and Conservation Block Grant (EECBG) Program. A percentage of those funds are being used to upgrade the City's traffic signal system. Work on that project was initiated in FY 2010-11 and will conclude in FY 2011-2012. It is anticipated that those improvements will be fully implemented using Oregon-based contractors and vendors. Bend MPO provided assistance to the city of Bend to prepare and submit an application for funding through the TIGER and TIGER II programs.

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

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

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

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

Other safety items include:

- The MPO is working with the City of Bend to develop a data management system. The system will include crash data management. Ultimately, the system will be used to better identify high crash locations and prioritize funding for safety improvements.
- Upon completion of the data management system, the MPO will be working with the city of Bend to prioritize corridors for potential safety audits
- The MPO is developing a new sidewalk inventory to prioritize infill needs.
- In FY 2009-2010, the MPO received a grant from ODOT to improve access to the statewide crash database. Work on the grant was completed in FY 2010-2011. The funding was used to develop database tools to allow the MPO, and all jurisdictions in Oregon, to better utilize the crash database and evaluate crash data.
- The MPO worked with the City of Bend to include bicycle and pedestrian safety awareness information for inclusion in the monthly city newsletter and video broadcast.
- The MPO assisted City staff and Commute Options staff with development of several Safe Routes to Schools grant applications (the city received an infrastructure grant and Commute Options received grants to conduct bicycle education safety programs at several elementary schools).
- The MPO continues to monitor opportunities to provide safety education and include safety as a principal factor in the project selection and development process.

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

The security of the transportation system was among the criteria used by the BMPO in prioritizing transportation projects for funding. Additional work will be required in the future to refine and update the security component of the MTP. Particular focus will be given to the rail and trucking systems.

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

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

The BMPO continues to work with the city, and county to identify opportunities for increasing the accessibility and mobility options of all people in the Bend Urbanized Area. Bend Area Transit used some of its ARRA funding to greatly improve access to its bus stops. In addition, the MPO worked with ODOT staff to identify potential funding sources to improve curb ramps along the highway system near transit stops.

The MPO assisted the City of Bend with a grant application to significantly improve pedestrian access at Hawthorne Station, the main transfer point for the Bend Area Transit System. The project also greatly improved access between Hawthorne Station and the Juniper Swim and Fitness Center located nearby.

The City of Bend continues to evaluate options for improving accessibility to the fixed route transit system and general transportation accessibility issues throughout the City. The MPO provides assistance as necessary.

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

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

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

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

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

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

7. Promote efficient system management and operations

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

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

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

ODOT has programmed funding through the MTIP and STIP to replace 2 very old traffic signals on US 20 in Bend. Completion of that project will move the region one step closer to allow full implementation of the central signal system. Through the ARRA program, funding was also received to upgrade the two traffic signals on US 97 at the north end of Bend. The signals were upgraded to use adaptive timing. Instead of using set timing plans, the signals are able to respond, in real time, to changes in traffic volumes. The signals adjust timing throughout the day to maximize traffic flow through the closely spaced intersections.

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

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

8. Emphasize the preservation of the existing transportation system

Preservation of the existing transportation system is a priority in the MTP. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken “off the top” of the overall funding forecasts. Remaining revenues were then allocated to modernization and other non-preservation projects. As in other regions, the MTP devotes a large portion of available funds to the maintenance and preservation of existing transportation system. MPO staff is working with city staff to identify funding options to increase transportation system preservation and maintenance activities. The STP funds available to the MPO have historically been fully dedicated to preservation projects. The roadway funds available through American Recovery and Reinvestment Act were also dedicated to roadway preservation work. In

addition, MPO staff provided assistance to the City of Bend in FY2008-09 to evaluate local funding options to increase funding for roadway preservation.

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

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

10. Enhance the technical capability of the transportation planning processes

The BMPO programs funds in the UPWP and MTIP to: upgrade the travel demand model; update the underlying travel data by participating in joint surveys with other MPOs and ODOT; and provide training opportunities for staff.

11. Linking the NEPA and planning processes

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

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

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

The BMPO will be working with local mobility advocacy groups, the city, and county to identify opportunities for increasing the accessibility and mobility options of all people in the Bend Urbanized Area.

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

1. BMPO Public Involvement Process

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

- a. Posting all Policy Board, Technical Advisory Committee, Citizens Advisory Committee, and Budget Committee meeting agendas, meeting materials, and minutes on the BMPO website
- b. Including opportunities for the public to comment at all Policy Board and Citizens Advisory Committee meetings

- c. Posting copies of all MPO publications on the BMPO website
- d. Posting links to relevant non-MPO projects on the BMPO website
- e. Making publications and Policy Board, Technical Advisory Committee, and Citizen Advisory Committee agendas available to the public via e-mail and U.S. Postal Service mail
- f. Maintaining an e-mail list of interested persons and the media. E-mail notification of all Policy Board, Technical Advisory Committee and Citizen Advisory Committee meetings is provided to those on the list. An e-mail list has also been developed for specific projects. Parties interested in those projects are notified of all meetings and postings of new project data/information.
- g. Inviting ODOT representatives to Policy Board meetings to discuss projects or plans of regional concern
- h. A Citizen Advisory Committee (CAC) was formally organized in FY2006. The CAC provides a new forum for soliciting public feedback on the MPO process.

2. BMPO Public Involvement Process Last Update and Adoption

The BMPO Public Participation Plan (PPP) was adopted on June 18, 2009. BMPO legal counsel recently reviewed the PPP and suggested a few minor changes to the document. Staff will initiate that process in the 1st quarter of FY2011-12 with adoption of an updated plan expected in the 2nd quarter of FY2011-12.

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

Title VI Requirements

Development of policies and procedures to meet Environmental Justice requirements was initiated in the 4th quarter of FY2009-10. The Title VI and Environmental Justice Plan was adopted by the Policy Board in November 2010. To avoid any duplication of efforts, BMPO coordinated its activities with those of ODOT aimed at identification of disenfranchised population segments across the state.

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

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

DBE Program Requirements

The BMPO does not currently have an adopted DBE policy. During the upcoming fiscal year (FY2011-12), the BMPO will consider adoption of a formal DBE policy.

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

ADA Program Requirements

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

The Bend Area Transit system is working toward full compliance with the requirements of ADA. The BMPO continues to work with the city and county to identify opportunities

for increasing the accessibility throughout the Bend Urbanized Area. Bend Area Transit used some of its ARRA funding to greatly improve access to its bus stops. In addition, the MPO worked with ODOT staff to identify potential funding sources to improve curb ramps along the highway system near transit stops.

The MPO assisted the City of Bend with a grant application to significantly improve access at Hawthorne Station, the main transfer point for the Bend Area Transit System. The project also greatly improved access between Hawthorne Station and the Juniper Swim and Fitness Center located nearby.

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

The provision of disabled parking at private business locations is required in the City of Bend planning and building codes. Enforcement of disabled parking is provided through city codes.

City of Bend Curb Ramps

The City of Bend's Curb Ramp Project is aimed at providing access to people using wheelchairs and enhances overall safety for bicyclists, pedestrians and motorists. The City has constructed or reconstructed several hundred curb ramps over the past 4 years and will continue to improve curb ramps in the future.

Department of Justice Settlement Agreement

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

Transportation for Seniors and People with Disabilities

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

Cascades East Ride Center (Medicaid transportation)

The Cascades East Ride Center (CERC) was organized to help clients with their non-emergency medical transportation needs. The CERC provides service in the greater central Oregon region. The goals of the brokerage include: Increased client access to medical services; Decreased cost of medical rides; Increased accountability for transportation providers and clients; and Increased quality of rides (safe, efficient). The brokerage can use a variety of resources, such as volunteers, transit buses, mileage

reimbursement and shared-ride taxis. Providers are paid for each ride based on a pre-arranged fee. Brokerages encourage efficiency by creating a clearinghouse through which each non-emergency medical ride request can be matched with the lowest-cost ride that meets the client's needs.

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

1. Regional Air Quality Status of the BMPO Area

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

2. Describe Conformity Status of the BMPO Plan and TIP

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

12. Lobbying Prohibition (Ref. 49 CFR 20)

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

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

Requirements

The BMPO does not currently have an adopted policy addressing employment and business opportunity discrimination. The federal code states: A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age. During the upcoming fiscal year (FY2011-12), the BMPO will consider adoption of a formal policy.

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

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

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

Requirements

The BMPO does not currently have an adopted policy addressing age discrimination. The federal code states: It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance. During the upcoming fiscal year (FY2011-12), the BMPO will consider adoption of a formal policy.

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

Requirements

The BMPO does not currently have an adopted policy addressing gender discrimination. The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title. During the upcoming fiscal year (FY2011-12), the BMPO will consider adoption of a formal policy.

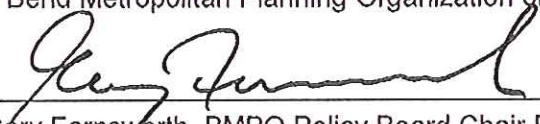
17. Discrimination Against Individuals with Disabilities *(Ref. 29 USC 794 & 49 CFR part 27)*
Requirements

The BMPO does not currently have an adopted policy addressing discrimination against individuals with disabilities. The federal code states: No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service. During the upcoming fiscal year (FY2011-12), the BMPO will consider adoption of a formal policy.

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

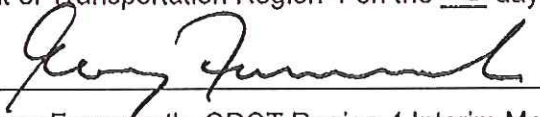
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and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

CERTIFIED by the Policy Board of the Bend Metropolitan Planning Organization on the 19th day of May 2011.




Gary Farnsworth, BMPO Policy Board Chair Pro Tem

CERTIFIED by the Oregon Department of Transportation Region 4 on the 26 day of 26th May 2011.



Gary Farnsworth, ODOT Region 4 Interim Manager

CERTIFIED by the Oregon Department of Transportation Public Transit Division on the 26 day of June 2011.



Michael Ward, ODOT Public Transit Division Administrator