

# Unified Planning Work Program 2018- 2019



**BMPO** Bend Metropolitan  
Planning Organization

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

**Resolution Number 2018-05**  
**Bend Metropolitan Planning Organization Policy Board**

**For the Purpose of Adopting the Fiscal Year 2018-2019 Unified Planning Work Program for the Bend Metropolitan Planning Organization**

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

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

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

**WHEREAS**, the BMPO has developed a UPWP for fiscal year 2018-2019, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and


**WHEREAS**, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2018-2019;

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP for fiscal year 2018-2019.

Adopted by the Bend Metropolitan Planning Organization the 17<sup>th</sup> day of April, 2018.

Yes:   3                        No:   0                        Abstain:   0  

Authenticated by the Chair this 17<sup>th</sup> day of April, 2018.

  
\_\_\_\_\_  
Sally Russell, Chair

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

# Bend Metropolitan Planning Organization

## Policy Board

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Anthony DeBone, Deschutes County  
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Michelle Rhoads, Cascades East Transit (CET)  
Karen Friend, Central Oregon Intergovernmental Council (COIC)  
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Joe Viola, Central Oregon Community College (COCC)  
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Robin Vora, Citizen  
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Sharon Smith, Bend La Pine Schools\*  
Scott Edelman, Oregon Department of Land Conservation and Development\*  
Rachael Tupica, Federal Highway Administration\*  
Jeremy Borrego, Federal Transit Administration\*  
\*indicates non-voting members

## BMPO Staff

Tyler Deke, Manager  
Jovi Anderson, Program Technician



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# **Bend Metropolitan Planning Organization Unified Planning Work Program 2018-2019**

## **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 2019<sup>1</sup> and serves as a means to satisfy 23 CFR 450.308. It is intended to provide a framework for the coordination of transportation planning efforts by local, State, and regional agencies through the Bend Metropolitan Planning Organization Policy Board. The UPWP outlines four major work tasks and many specific work tasks and is the federally mandated and federally funded program required to be fulfilled by the BMPO. In addition, Appendix C describes significant planning, design and construction projects being undertaken by other agencies and jurisdictions in the BMPO study area.

Transportation is an important issue for people within our region and across the nation. There are concerns about increasing demands on the transportation system in an environment of limited funding for all types of transportation projects, local interest in new technologies, the demand for improved transportation options, and the preservation of “quality of life”. In Central Oregon, rapid population growth and significant growth in the tourism industry continue to highlight the importance of coordinated transportation planning. In addition, work is underway locally and at the state level to address greenhouse gas emissions from the transportation sector.

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

## **Purpose**

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

Pursuant to the [Fixing America's Surface Transportation \(FAST\) Act](#) guidelines and the code of federal regulations, the 2018-2019 UPWP for the Bend MPO is the document identifying all transportation and related planning activities that will be undertaken within the metropolitan area from July 1, 2018 to June 30, 2019. 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.

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<sup>1</sup> The State of Oregon fiscal year runs from July 1, 2018 to June 30, 2019 and is the business year for the UPWP. It is numbered according to its second half (e.g. the year beginning July 1, 2018 is numbered FY 2019). The federal fiscal year 2019 begins October 1, 2018 and runs through September 30, 2019.

2. Identify funding sources and shortfalls for work to be completed.
3. Coordinate work activities and relationships (both internal and external).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

## **UPWP Development Process**

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

The UPWP is developed annually to target programs and projects that are to be accomplished by Bend MPO staff. Those programs and projects are identified through local priorities, federal legislation and Planning Emphasis Areas such as:

- Federal legislation implementation strategies
- Performance based planning and programming
- Regional approach to transportation planning with public transportation, state and local agencies
- Access to essential services

Development of the UPWP is a coordinated process involving the member agencies of the Bend MPO and representatives from the Technical Advisory Committee (TAC) and Policy Board. Development of this work program was coordinated with FHWA, FTA, and ODOT, and approved by the BMPO Policy Board.

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

The UPWP also serves to establish the annual budget. The UPWP describes work elements to be performed, indicating local agency work participation and sources of funding.

## **UPWP Amendment Process**

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

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

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

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<sup>2</sup> Closeout reports are produced after the conclusion of each fiscal year. They compare the actual revenues received during the fiscal year with the most recent revenue estimate.

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

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

Administrative amendments will be reported to ODOT, FHWA, and FTA as they occur. The TAC and Policy Board will then receive notification at their next regularly scheduled meetings.

## **UPWP Public Notification Process**

The Bend MPO engages the public through visitor comments at public meetings with scheduled BMPO committees. Additional notifications of the development of the UPWP will be included on the BMPO website, through email notification to stakeholder groups, the media, neighborhood associations, and other interested parties, and collaboration with ODOT, FHWA, and FTA. Bend MPO staff will review submitted comments and incorporate minor comments or changes to the UPWP. More significant comments will be reviewed with the Policy Board. Staff will contact the commenting entity and provide a summary of how the comments were considered and why they were not incorporated.

## **Organizational Structure**

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

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

Federal legislation for the MPO requires the following basic functions:

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

The BMPO entered into an intergovernmental agreement (IGA) with the City of Bend establishing the City of Bend as the administrative and fiscal agent for the BMPO. The agreement was renewed and extended indefinitely in July 2013. The following committees and organizations provide input and guidance to the BMPO:



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

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

### **BMPO Policy Board**

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

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

<b>Plan Name</b>	<b>Last Update</b>	<b>Plan Cycle</b>	<b>Target Date</b>
<a href="#">Annual Listing of Obligated Projects Report</a>	Federal Fiscal Year (FFY) 2016-2017	Annual Update, due within 90 days of Federal Fiscal Year end	12/31/2018
<a href="#">Unified Planning Work Program (UPWP)</a>	2018-19 UPWP	Annual, July 1, 2018 - June 30, 2019	4/1/2019
<a href="#">Public Participation Plan</a>	Adopted June 2009 with minor amendments in 2013	Periodic Review	6/1/2019
<a href="#">Title VI and Environmental Justice Plan</a>	2012 with annual census data updates	Data updated annually and plan content as needed	9/1/2019
<a href="#">Metropolitan Transportation Plan (MTP)</a>	Adopted September 2014	Update every 5 years	9/30/2019
<a href="#">Metropolitan Transportation Improvement Program (MTIP)</a>	2018-21 MTIP adopted May 2017, and amended periodically	Update every 4 years	11/1/2020

## Performance Measure Status

Roadway Safety	ODOT adopted MPO Adopted ODOT measures 2/2018	In MTP by 9/2019 along with regional state of safety work
Transit State of Good Repair	ODOT adoption 1/1/17	In MTP by 9/2019 along with regional update from CET
Pavement and Bridge Condition	ODOT adoption 5/20/18	MPO is required to adopt by 11/2018
System Performance	ODOT adoption 5/20/18	MPO is required to adopt by 11/2018
Transit Safety	Pending Federal Guidance	If information available, goal to add to MTP update by 9/2019

## BMPO Major Transportation Activity for Fiscal Year 2018-2019

There are several issues that need to be addressed during FY2018-2019, including:

- Continue work on the Metropolitan Transportation Plan (MTP) update and include findings and projects from local and regional planning projects. Specific tasks that will inform the update of the MTP include:
  - ✓ Coordination with the City of Bend Transportation System Plan (TSP) update
  - ✓ Transportation system work completed in the City of Bend Integrated Land Use and Transportation Plan (ILUTP)
  - ✓ Coordinate with City of Bend as it updates its System Development Charge methodology and project list
  - ✓ Coordinate with City of Bend as it updates its urban renewal plans, including the transportation components
  - ✓ Coordinate with City of Bend as it considers new funding options to implement its TSP priorities
  - ✓ Coordinate with ODOT as it develops the US97 Bend Parkway Facility Plan
  - ✓ Coordinate with Cascades East Transit (CET) as it develops a new regional public transportation plan
  - ✓ Coordinate with CET as it prepares the necessary planning documents to access the new public transportation funds (STIF funds) made available through Oregon HB 2017
  - ✓ Update the State of Safety Report for the MPO area
  - ✓ Develop a Transportation Safety Action Plan for the MPO area
  - ✓ Coordinate with City of Bend and ODOT as they identify and prioritize projects for the All Roads Transportation System (ARTS) program
  - ✓ Coordinate with City of Bend, as necessary, as it identifies projects for the Safe Routes to Schools (SRTS) made available through Oregon HB 2017
  - ✓ Coordinate with Bend Park and Recreation District (BPRD) as it updates its comprehensive plan and identifies priority regional trails and access to regional parks
  - ✓ Team with ODOT Region 4 and ODOT Intelligent Transportation System (ITS) Unit to update the Deschutes County ITS Plan
  - ✓ Update the TDM, Freight, Aviation and Rail sections of the MTP

- ✓ Complete the TBEST (Transit Boardings Estimation and Simulation Tool) project in coordination with CET to assist in development of the regional public transportation plan and update the Transit chapter of the MTP
- ✓ Develop and adopt performance measures as required in the FAST Act
- ✓ Coordinate with City Bridge Planning and Improvement Strategy
- ✓ Assess potential Title VI and Environmental Justice issues
- ✓ Incorporate planning emphasis areas, including transitioning to performance based planning and programming; promoting cooperation and coordination across MPO boundaries; and improving access to essential services
- Maintain the 2018-2021 MTIP
- Safety Planning
  - ✓ Coordinate with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO
  - ✓ Coordinate multi-modal count program with City of Bend staff to assess current trends
- Develop the 2018 Annual Obligated Project Report
- Coordinate with ODOT and City of Bend to develop a transportation data warehouse
  - ✓ Develop annual reporting for safety and multimodal counts
  - ✓ Provide public access to available data
- Serve as the small MPO representative on the Executive Committee of the Oregon Modeling Steering Committee

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

Federal funding (PL and 5303) to the BMPO decreased for several years, and then increased slightly in FY2016-17 and FY2017-18. Funding will again increase in FY2018-19. Funding in FY2018-19 is still about 1% below FY2012-13 levels. The Policy Board has authorized use of some STBG funds to maintain the MPO budget. These increased funds will go toward the MTP update, the US97 Bend Parkway Facility Plan, and the Deschutes County ITS Plan update. Other priorities may be delayed to ensure resources are available to complete the update to the MTP, including:

- Reduced MPO generated public outreach such as newsletters or extensive website updates
- Reduced participation in intergovernmental meetings
- Local project grant application assistance deferred to local agency staff
- Data analysis for various local projects deferred to local agency staff

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

- Increasing staffing levels from 1.5 to 2.0 FTE
- Providing additional support on the many planning projects underway within the MPO area
- GIS transportation network development and enhancement (joint effort with City of Bend)

### **ODOT Funding Support to the BMPO**

Funding from FHWA, FTA, and ODOT supports the BMPO planning program. FHWA allocates Metropolitan Planning funds through ODOT to the BMPO by formula that consists of 89.73%

federal funds and 10.27% local match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds. Additional BMPO support comes from FTA 5303 planning funds and BMPO member in-kind support. Additional future support for BMPO planning projects could come from state or federal grant programs (e.g. ODOT Traffic Records Coordinating Committee grants, ODOT Research grants, Transportation and Growth Management Program grants, ODOT Public Transit grants).

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

Actual ODOT funding commitments are finalized through specific IGAs. BMPO and their subcontractors will carry out the tasks described in this UPWP.

## **BMPO Tasks Summary for Fiscal Year 2017-18**

Listed below are some of the tasks completed or started by the Bend MPO in FY2017-18. Also listed are some projects that included significant MPO involvement.

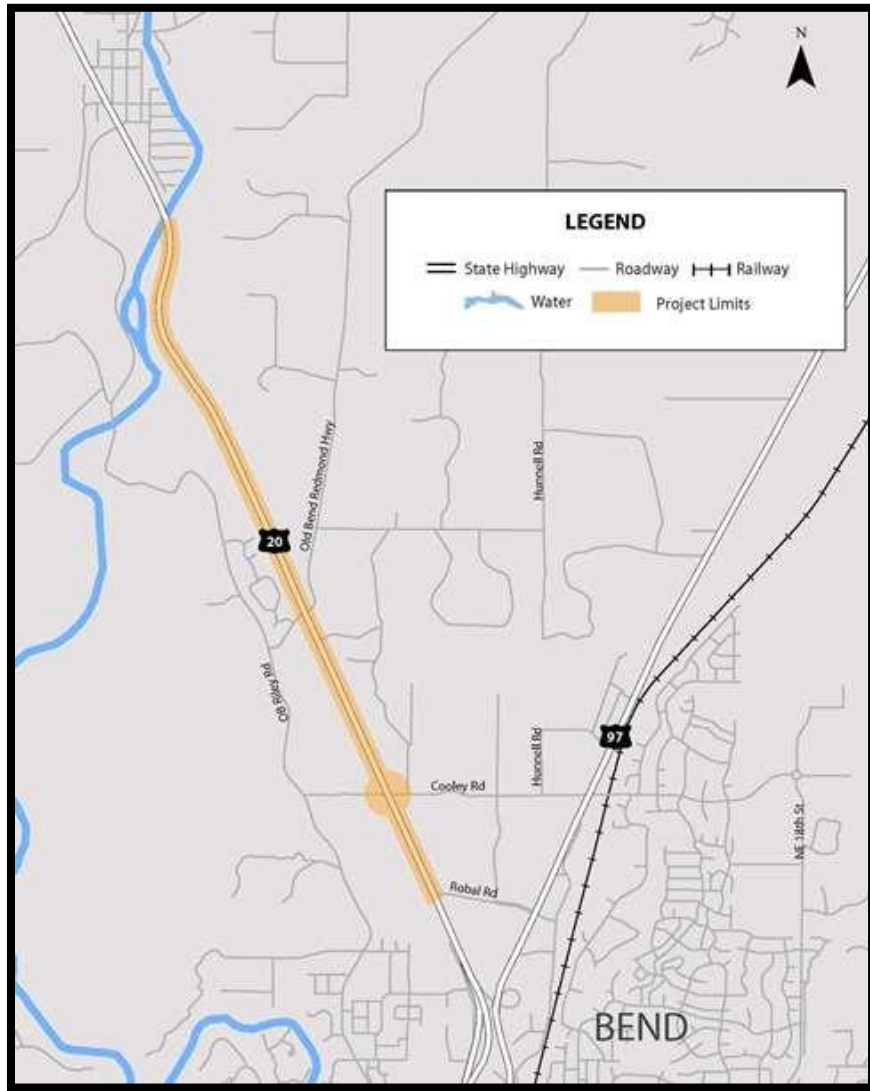
### **Tasks Completed**

- MPO boundary expansion to reflect the City of Bend UGB expansion
- 2018-21 MTIP maintenance
- Updates to City of Bend urban renewal plans (transportation sections)
- Development of Policy Board goals
- Assisting City of Bend with its parking studies
- Update to ODOT Freight Plan to include critical urban freight corridor segments in the MPO area

### **Additional Tasks Underway**

- Updates to the Policy Board and TAC bylaws (to be completed spring/summer 2018)
- Ongoing data management using Tableau software
- Initiating update of Metropolitan Transportation Plan (to be completed by Sept 2019)
- US97 Bend Parkway Facility Plan (ODOT-led process using BMPO TAC and Policy Board)
- Annual Listing of Obligated Funds reports (winter 2017-18)
- Initiating update of ITS Plan
- STGB funding process (spring 2018)
- Managing consultant contract to develop TBEST software for CET
- Public Participation Plan update (to be completed spring 2018)
- Statewide planning and committees
  - ODOT Transit Plan update (TAC member)
  - TSP Guidelines update (TAC member)
  - TPR update (RAC alternate member)
  - Oregon Modeling Steering Committee Executive Committee (member)
  - Oregon Modeling Steering Committee Technical Tools Subcommittee (member)
  - Oregon Modeling Steering Committee Modeling Program Coordination Subcommittee (member)

- Working with ODOT and other MPOs to update the MPO/ODOT/Transit master agreement
- Transportation data
  - Populating Tableau software
  - Acquiring and loading safety data
  - Installing 5 permanent counters
  - Purchasing and utilizing 10 mobile counters
- Transportation modeling support: land use development, plans and projects
- Title VI and Environmental Justice planning (spring 2018)
- City of Bend greenhouse gas inventory – working with ODOT to provide data for the transportation component of the inventory (spring/summer 2018)
- City of Bend coordination
  - City of Bend TSP update
  - City of Bend system development charge methodology and project list
- Managing consultant contract to develop the TBEST (Transit Boardings Estimation and Simulation Tool) tool for use in the CET long range plan update
- CET regional public transportation plan development (work to start spring 2018)
- Update the Title VI and Environmental Justice Plan (to be completed spring 2018)
- Develop the 2016 and 2017 Annual Obligated Project Reports (to be completed winter/spring 2018)



**Figure 1 US20 Tumalo to Robal Road**

The Metropolitan Transportation Improvement Program includes projects of regional significance, like the US20: Tumalo to Robal Road Project

<http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21154>

## TASK 1: BMPO Development and Program Management

FHWA PL Funding <sup>1</sup>	\$	81,522
State Match for FHWA PL		16,906
Beginning Working Capital <sup>2</sup>		70,000
Loan from General Funds <sup>3</sup>		70,000
<b>Total Task 1<sup>4</sup></b>	<b>\$</b>	<b>238,428</b>
Percent of Total Budget		39%

<sup>1</sup> FHWA PL Funding: FHWA Metropolitan Planning Funds

<sup>2</sup> Beginning Working Capital from City loan received on June 30, 2018.

<sup>3</sup> Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred and a year-end loan from the City of Bend is anticipated on June 30, 2019 to cover charges in advance of grant reimbursement.

<sup>4</sup> The Task 1 budget also includes administrative costs (financial administration, general administration, facility management, computer information systems support and legal support), direct material and services (supplies, travel, printing), and paid leave (holidays, vacation and sick leave).

**Description:** Task 1 involves the coordination of all MPO activities necessary for daily operations, including program administration; coordination of the BMPO committees; public involvement efforts; financial management; the Oregon Metropolitan Planning Organization Consortium (OMPOC) annual meeting in Bend; development of the annual work program and budget; and participation in quarterly MPO/ODOT/FHWA meetings.

**Subtask A. Administrative tasks:** Administrative tasks associated with the BMPO include the coordination and logistics for meetings of the Policy Board and Technical Advisory Committee. Meeting support activities include items such as: agenda packet preparation and distribution, public notification, and preparation of summary minutes. Additionally, it is anticipated that special meetings or longer meetings of both committees will be required as work continues on the Bend Parkway Plan, the MTP update, and the ITS Plan update. Other administrative activities include: maintenance of the MPO website and Facebook page; records management; development and maintenance of intergovernmental agreements; fiscal management (including invoicing and the annual audit); solicitation of proposals for contractual services; and development and administration of contracts.

In addition, the BMPO may seek additional funding for specific studies or technical assistance to complete MPO related tasks. Most of the administrative activities are ongoing and continue each year. This subtask also includes training and professional development. MPO staff develops a professional training plan each year. The extent of that plan varies significantly each year depending on funding and training or conferences available within the region.

The City of Bend is implementing the LEAP (Leading Effective Applications and Processes) process to provide an integrated enterprise system for several major city functions, including the financial, contracting and time tracking programs. In FY2018-19, some MPO staff time (amount unknown at this time) will be devoted to perform testing, training and implementation of some components of the program.

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

*Previous Work Completed:*

- Most of the administrative activities are ongoing and continue each year

*Deliverables:*

- Scheduled committee meetings including agenda packets and meeting minutes
- Financial tracking including invoices to ODOT and other funding organizations
- Maintained intergovernmental agreements and executed contracts
- Annual audit and financial report
- Maintain website ([www.bendmpo.org](http://www.bendmpo.org)) and Facebook site ([www.facebook.com/BendMetroPlanning](https://www.facebook.com/BendMetroPlanning))
- Maintained email lists, organized files, and completed information requests
- Staff training and professional development

*Timeframe:* Ongoing: July 2018 - June 2019

*Lead Agency:* Bend MPO

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

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

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

*Previous Work Completed:*

- 2017-18 UPWP and Budget maintained and updated as necessary

*Deliverables:*

- Monthly reports & quarterly reports
- 2018-2019 UPWP and 2018-2019 Budget adopted and maintained

*Timeframe:* Ongoing July 2018 – June 2019.

*Lead Agency:* Bend MPO

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



**Subtask C. Coordination with Statewide MPO Committees:** BMPO staff and Board members regularly engage with other MPOs, state agencies, and federal agencies on matters of joint interest and to participate on committees or work groups, addressing issues of importance to the BMPO. The two principal forums for this interaction are the Oregon MPO Consortium (comprised of Board members from the state’s eight MPOs) and quarterly meetings of staff from the state’s MPOs, transit districts, ODOT, and FHWA. A few years ago, the MPOs agreed to use a small percentage of their federal funds to hire an OMPOC coordinator. Staff at the Lane Council of Governments serve that coordination role. The OMPOC Board adopted a work program for the coordination work. MPO staff will be regularly engaged in the review of work completed through the work program and in updating the work program. The work program includes items (e.g. developing an MTIP tool) that will directly benefit the Bend MPO. The quarterly staff meetings are a valuable opportunity for MPO and ODOT staff to discuss their projects and work tasks.

*Previous Work Completed:*

- Participation in OMPOC meetings and quarterly staff meetings
- Annually hosting an OMPOC meeting (Oct 2017)

*Deliverables:*

- Assist with coordination of and participation at Oregon MPO Consortium meetings
- Review and comment on work items produced by OMPOC administrator
- Review and update OMPOC coordinator work program
- Participation in the quarterly MPO/ODOT/FHWA/Transit District meetings
- Annually hosting an OMPOC meeting (minimal effort by Bend staff)

*Timeframe:* Quarterly FY2018-19

*Lead Agencies:* Bend MPO and other Oregon MPOs

*Other Agencies Involved:* FHWA, ODOT and transit districts



**Figure 2 Oregon MPOs**

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

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

The BMPO adopted an updated Public Participation Plan (PPP) in 4<sup>th</sup> quarter of 2017-18. The PPP establishes a process to inform and engage members of the public and transportation stakeholders regarding the work of the BMPO. Various means will be used to communicate the activities of the BMPO, including:

1. Prepare and/or coordinate the development of media materials and visuals to assist with outreach to the general public and other interested parties. Elements of this subtask include: ongoing website development and updates; ongoing maintenance of MPO Facebook page; preparation and distribution of informational flyers, maps, graphics, 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.

Major projects (e.g. updating the MTP) will require development of a project specific public engagement plan. Staff will work with the TAC, Policy Board and member entities to consider the specific needs for each project and develop an appropriate outreach and engagement process.

As discussed in Subtask E below, environmental justice must be considered in all phases of planning. The information developed under Subtask E will be used to identify strategies to better reach low-income and minority populations with the BMPO study area. Through the MTP update process, the BMPO and City of Bend will work with neighborhood associations and local non-profits to better engage Title VI and EJ populations in the transportation planning process.

Another component of the public participation process is the TAC. The TAC includes two citizen members. This will be expanded to include 2 additional citizen members to represent areas outside the city limits and within the MPO boundary to serve on the Citywide Transportation Advisory Committee as non-voting members for the MTP and TSP update. The TAC advises the Policy Board on all aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the Metropolitan Transportation Plan.

In FY2017-18, MPO staff worked with the TAC and Policy Board to update the plan.

*Previous Work Completed:*

- Updated PPP in FY2017-18 and regular on-going public engagement activities

*Deliverables:*

- Use the public engagement process identified for the MTP update
- Use the public engagement processes identified for other projects, including the US97 Bend Parkway Facility Plan and the Deschutes County ITS Plan
- Develop facts sheets and BMPO project progress reports
- Web site and Facebook page maintenance

*Timeframe:* Ongoing: July 2018 - June 2019

*Lead Agency:* Bend MPO

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

**Subtask E. Title VI and Environmental Justice (EJ) Analysis**

The BMPO first adopted a Title VI and Environmental Justice Plan in FY 2010-11. Updates were completed in FY2012-13 and FY2017-18 to include updated information from the American Community Survey.

During the MTP update process, the project team will assess potential Title VI and Environmental Justice issues and work to proactively engaged Title VI and EJ communities. The EJ analysis will assess the benefits and burdens of transportation investments in the EJ areas compared to non-EJ populations to ensure they are not disproportionate. Additionally, a local non-profit is working to identify and empower leaders within the various Title VI and EJ communities. The intent is to find and train leaders that can be better engaged in all civic activities. Staff will track those efforts and determine how to best engage the leaders in MPO related work.

Additionally, staff will assess potential impacts of the transportation system investments identified in the MTP to the identified populations.

*Previous Work Completed:*

- Updated ACS Data

*Deliverables:*

- Updated Title VI and Environmental Justice Plan
- Participate in OMPOC process to develop Title VI and Environmental Justice analysis methodology

*Timeframe:* Updated Title VI and Environmental Justice Plan in 2<sup>nd</sup> quarter FY2018-19; Title VI and Environmental Justice analysis methodology to be determined

*Lead Agency:* Bend MPO

*Other Agencies Involved:* City of Bend; FHWA, FTA, and ODOT

**Task 1 Estimated Timeline**

Subtask Letter/Title	FY2018-19			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. Administration				
B. UPWP & Budget				
C. Statewide MPO Committees				
D. Public Participation				
E. Title VI/EJ Analysis				

## TASK 2: Short Range Planning

FHWA PL Funding	\$	13,173
FTA 5303 Funding		21,154
STBG Funding		36,057
In-Kind Local Match		5,876
<b>Total Task 2</b>	<b>\$</b>	<b>76,260</b>
Percent of Total Budget		13%

**Description:** This task covers short term activities including: Surface Transportation Block Grant (STBG) project programming, local technical assistance, participating on local, regional and statewide project committees, development and maintenance of the Metropolitan Transportation Improvement Program, and development of the Annual Obligated Funding report.

**Subtask A. Metropolitan Transportation Improvement Program (MTIP):** The 2018-21 MTIP was adopted by the Policy Board in the 4<sup>th</sup> quarter of FY2016-17 and will be maintained for any updates or amendments. Sponsoring agencies initiate the requested MTIP adjustments and amendments. Typically, the TAC reviews proposed changes and makes recommendations to the Policy Board for its consideration. In coordination with the Region 4 STIP coordinator, MTIP amendments are then entered in the STIP.

ODOT will adopt the 2021-24 Statewide Transportation Improvement Program (STIP) in 2020. Staff will begin development of the 2021-24 MTIP in the second half of the fiscal year.

ODOT regularly holds meetings focused specifically on development and maintenance of the STIP and MTIP. These meetings provide a forum to discuss issues of common interest to each MPO in Oregon and to improve the MTIP and STIP processes. BMPO staff will continue to participate in these meetings. In FY2015-16, this work group developed a new software platform for the STIP, allowing MPO staff direct access to the STIP. This group has also initiated discussions about other possible software packages for MTIP management and visualization. That discussion will continue through FY2018-19.

*Previous Work Completed:*

- Maintained the 2018-21 MTIP
- Participated in quarterly STIP/MTIP meetings

*Deliverables:*

- Maintenance and amendments to the 2018-21 MTIP
- Begin development of the 2021-24 MTIP
- Participation in quarterly MTIP/STIP meetings, including detailed discussions about development of a single software platform for the STIP and all MTIP documents

*Timeframe:* Maintenance of 2018-21 MTIP: July 2018-December 2020  
Begin development of 2021-24: April-June 2019  
STIP/MTIP meetings: Quarterly July 2018 – June 2019

*Lead Agency:* Bend MPO

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

BPRD, and Deschutes County

**Subtask B. Annual Listing of Federally Obligated Projects:** On an annual basis, the State, public transportation operator(s), and the MPO must develop a listing of projects 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 for public review. The reports are posted online at [www.bendmpo.org](http://www.bendmpo.org) under the [MTIP and Annual Project Report](#) webpage.

*Previous Work Completed:*

- FY2016 and FY2017 reports

*Deliverables:*

- Annual Listing of Federally Obligated Projects for 2018

*Timeframe:* Report developed and published in 2<sup>nd</sup> quarter of each year.

*Lead Agency:* Bend MPO

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

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

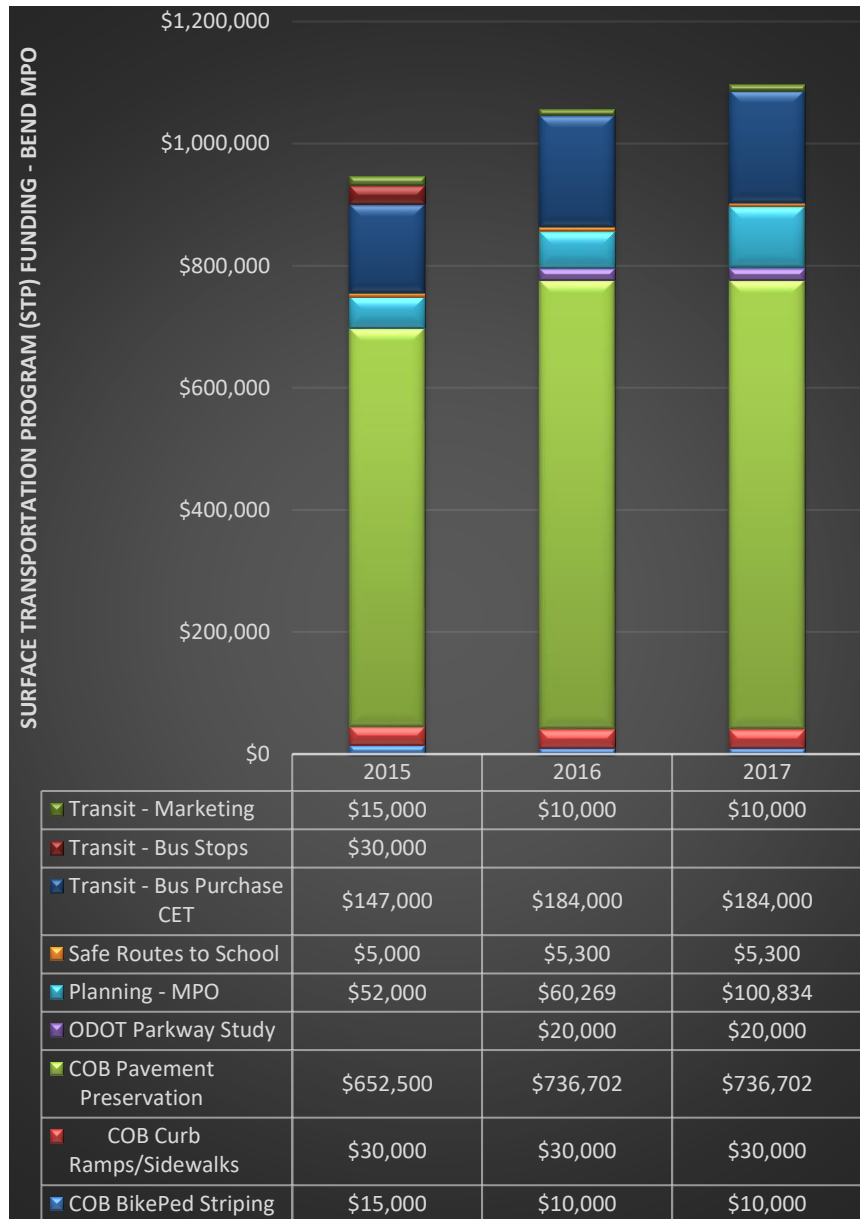
The BMPO receives annual STBG funds. The BMPO Policy Board has considered use of formal project evaluation criteria and possible funding targets (e.g. maintenance/preservation, bike/pedestrian, transit). Given the new funding from House Bill 2017 for street preservation, the MPO Policy Board has indicated a desire to consider additional uses for the STBG funding. In the past years, the Policy Board approved using some of the STBG funds to purchase replacements buses for the fixed route transit system in Bend and planning work for the MTP update.

*Previous Work Completed:*

- Funding distributions for years 2016 and 2017
- Funding agreements with recipients

*Deliverables:*

- Programmed projects and updated funding process
- Funding agreements, if necessary, for sub recipients
- Provide assistance to process the intergovernmental agreement for street preservation funds between the City of Bend and ODOT



*Timeframe:*

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

*Lead Agency:* Bend MPO

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

**Subtask D. Agency and Jurisdictional Coordination - Committees:** Participate or track the work of appropriate committees, including (lead agency in parenthesis):

- 1) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 2) Participating in meetings of the Central Oregon Area Commission on Transportation (ODOT). This committee also serves as a liaison to the MPO Tribal consultation

- process as a partner agency is the Confederated Tribes of Warm Springs.
- 3) Participating on the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
  - 4) Regional Public Transportation Advisory Committee (CET)
  - 5) Participating in the Commute Options for Central Oregon work group (Commute Options)

*Previous Work Completed:*

- Active engagement in various committee processes

*Deliverables:*

- Attendance and participation at appropriate meetings, and technical assistance as appropriate.
- Consultation as needed with TAC and Policy Board on issues that may impact MPO plans or policies.

*Timeframe:* Ongoing: July 2018 - June 2019

*Lead Agency:* Various

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

**Subtask E. Agency and Jurisdictional Coordination - Projects:** Participate in appropriate projects, including (lead agency in parenthesis):

- 1) City of Bend UGB implementation work (City of Bend)
- 2) City of Bend projects (e.g. SDC update, transportation funding strategy) (City of Bend)
- 3) US 97 Truck Parking Research (ODOT)
- 4) US 97 Freight Plan (ODOT)
- 5) US 20 (3<sup>rd</sup> Street) Preservation-Operations-Safety Project (ODOT)
- 6) ODOT All Roads Transportation Safety program (ODOT)

As has occurred in prior years, it is anticipated that additional projects will arise in the 2018-19 fiscal year that will require BMPO participation.

*Previous Work Completed:*

- Active engagement in various project processes

*Deliverables:*

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

*Timeframe:* Ongoing: July 2018 – June 2019

*Lead Agency:* Various

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

## Task 2 Estimated Timeline

Subtask Letter/Title	FY2018-19			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTIP				
B. Obligated Projects Reports				
C. STBG funding				
D. Agency Committees				
E. Agency Projects				

### Bend MPO MTIP Amendment for your review

#### Policy Board review January 18, 2018

Post Date: 12/12/2017 3:24 PM

The public is asked to comment on the proposed amendment. You may comment via [mail](#), [email](#), [phone](#) or in person at the meeting scheduled [January 18th](#).

Proposed amendment 1/18/18-001 adds state funding to the [Key Number 21229 US97 Cooley mid-term improvements](#) as funded by [House Bill 2017](#).

Key Number: 21229

Project Name: US97 and Cooley Road (Bend) mid-term improvements

Project Description: Mill and inlay new asphalt on portions of US97 N and S of Cooley. Upgrade signals to enhance ped crossing safety, reduce intersection-related high severity crashes and better operations of the system for travelling public. Widen roadway for added capacity. Construct separated multi-use bike path connections and upgrade/install curb ramps and sidewalks where needed.

Timeline: 2018-2019 for this programmed funding of Design and Land Purchase phases.

Funding: \$13,000,000 (Funding for this project totals \$50,000,000. This amendment is for the initial phases of the project).

This amendment of the 2018-2021 Metropolitan Transportation Improvement Plan (MTIP) will be reviewed at January 18, 2018 Bend Metropolitan Planning Organization (MPO) [Policy Board](#) regular meeting scheduled at 4:00 PM in the DeArmond Room, Deschutes Services Building, 1300 NW Wall Street, Bend, Oregon.

The MTIP lists federally funded and locally funded projects anticipated by local agencies and the Oregon Department of Transportation (ODOT). The MTIP contains a three-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Bend and Deschutes County. It also lists projects from the ODOT Statewide Transportation Improvement Program (STIP). The MTIP lists projects for which application of specific federal funds will be made in the next three years. Projects in the MTIP must be consistent with the Metropolitan Transportation Plan (MTP).

### Figure 3 News from Bend MPO Website

The Bend MPO utilizes news events on its website to announce MTIP amendments.

<https://www.bendoregon.gov/Home/Components/News/News/1912/29?backlist=%2fgovernment%2fdepartments%2fgrowth-management%2fbend-mpo>



### TASK 3: Long Range Planning

FHWA PL Funding	\$	32,014
FTA 5303 Funding		25,000
FTA 5305 Funding		20,000
STBG Funding		144,226
In-Kind Local Match		17,766
<b>Total Task 3</b>	<b>\$</b>	<b>239,006</b>
Percent of Total Budget		40%

**Description:** Task 3 includes work to update the Metropolitan Transportation Plan (MTP), development of the US 97 (Bend Parkway) Facility Plan, updating the Deschutes County ITS Plan, and participating in the process to update the CET Regional Public Transportation Plan. The MTP must be updated every 5 years to comply with federal requirements. The next update is due by September 2019.

**Subtask A. Metropolitan Transportation Plan (MTP):** In FY2018-19, the MPO will continue work to update the MTP. This plan update will align closely with the City of Bend TSP update to gain efficiencies in data collection and analysis. The MTP update will follow 23 CFR 450.324 requirements for the update to prioritize work tasks. The update will be coordinated with ODOT Region 4, ODOT TPAU, CET, Deschutes County and the City of Bend.

- Specific tasks that will inform the update of the MTP include:
  - ✓ Analysis of projected transportation demand over the planning period
  - ✓ System performance report with performance measures and targets
  - ✓ Updated financial plan that demonstrates how the adopted MTP can be implemented
  - ✓ Coordination with the City of Bend Transportation System Plan (TSP) update
  - ✓ Transportation system work completed in the City of Bend Integrated Land Use and Transportation Plan (ILUTP)
  - ✓ Coordinate with City of Bend as it updates its System Development Charge methodology and project list
  - ✓ Coordinate with City of Bend as it updates its urban renewal plans, including the transportation components
  - ✓ Coordinate and update the following modal plans: Safety, Bicycle, Pedestrian, Transportation Demand Management (TDM), Freight, Security, Aviation and Rail
  - ✓ Complete the TBEST (Transit Boardings Estimation and Simulation Tool) project in coordination with Cascade East Transit to assist in the update of the Transit chapter of the MTP
  - ✓ Development of the Bend Parkway (US97) Facility Plan

MPOs are tasked with developing a single plan that considers other existing region-wide plans developed through intergovernmental collaboration, rational analysis, and consensus-based decision making. The MPO planning process will facilitate collaboration of governments, interested parties, and residents in the planning process. The MPO plan will reflect the area's shared vision for its future. In this era of scarce transportation resources, the plan will strive to allocate available resources to meet MPO area goals. More details and updated status can be found at [www.bendoregon.gov/mtp](http://www.bendoregon.gov/mtp)

*Previous Work Completed:*

- Initiated MTP update in January 2018 Figure 4 shows a draft schedule.



**Figure 4 MTP Schedule (Preliminary)**

*Deliverables:*

- MTP update initiated January 2018, Adoption by September 2019
- Public outreach coordination through Citywide Transportation Advisory Committee and other public engagement efforts

*Timeframe:*

- January 2018 – September 2019

*Lead Agency:* Bend MPO with consultant assistance

*Other Agencies Involved:* FHWA, FTA, ODOT, DLCD, Cascades East Transit, City of Bend, Bend La Pine Schools, COCC, OSU Cascades, BPRD, and Deschutes County

**Subtask B. Intelligent Transportation Systems (ITS):** The Deschutes County ITS Plan was last updated in FY 2010-11. A major update to the plan was initiated in spring 2018. Work on the update will extend through 2018 and into 2019. The results of the plan will be incorporated in the MTP update. The update will be focused to existing conditions and the deployment plan with updated project costs and priorities.

*Previous Work Completed:*

- Initiated plan update in spring 2018

*Deliverables:*

- ITS Plan update

*Timeframe:* July 2018 – Spring 2019

*Lead Agency:* Bend MPO

*Other Agencies Involved:* ODOT, Cascades East Transit, City of Bend, Deschutes County, City of Redmond, and emergency services providers (e.g. local police agencies, Oregon State Police, local fire and rescue agencies)

**Subtask C. US 97 Bend Parkway Plan:** ODOT initiated work on the US 97 Facility Plan in the 3<sup>rd</sup> quarter of FY2016-17. The BMPO Policy Board allocated STBG funds to this project. The Policy Board approved a charter to serve as the steering committee for this project. Additionally, the Technical Advisory Committee is providing technical review of the project. The first phase of the project assessed existing conditions. The second phase will address system management and operational strategies, capital improvement strategies, and bicycle and pedestrian improvements.

*Previous Work Completed:*

- Phase 1 completed fall 2017
- Policy Board and MPO Technical Advisory Committee (TAC) oversight of Phase 1

*Deliverables:*

- US 97 (Bend Parkway) Facility Plan

*Timeframe:*

- Phase 2 April 2018 – July 2019

*Lead Agency:* ODOT Region 4

*Other Agencies Involved:* Bend MPO, FHWA, Cascades East Transit, Deschutes County, City of Bend, and various emergency services providers

**Subtask D. Public Transportation Planning:** Cascade East Transit obtained a grant to update the Regional Public Transportation Plan. This update will support the update to the MTP Public Transportation chapter. Bend MPO staff will be involved in the update of this plan and will work in a supporting role to CET.

*Previous Work Completed:*

- MPO served as consultant contract manager for development of TBEST tool. The tool will be used to develop and test system changes in the planning process

*Deliverables:*

- Regional Public Transportation Plan update

*Timeframe:* May 2018 – June 2019

*Lead Agency:* Cascade East Transit (CET)

*Other Agencies Involved:* BMPO, City of Bend, ODOT, COCC, OSU Cascades, Deschutes County

**Task 3 Estimated Timeline**

Subtask Letter/Title	FY2018-19			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. MTP update				
B. ITS Plan update				
C. US97 Parkway Plan				
D. Public Transit Planning				



# US 97 PARKWAY PLAN – PHASE 1

## Existing Transportation Conditions

**Figure 5 US97 Parkway Plan**

The MPO Policy Board and staff, in coordination with ODOT and the City of Bend, will continue work on the US97 Parkway Plan. More information on this project can be found here:

<https://www.bendoregon.gov/government/departments/growth-management/bend-mpo/plans-and-programs/parkway-plan>

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

FHWA PL Funding	\$	21,000
ODOT Research Funding		25,000
In-Kind Local Match		4,156
<b>Total Task 4</b>	<b>\$</b>	<b>50,156</b>
Percent of Total Budget		8%

**Description:** The primary focus of this task is development and maintenance of the travel demand model and data collection and analysis. Staff will also establish a data and file management structure for all model-related files. Several non-MPO led projects (e.g. corridor studies, modernization projects, land use planning studies) are typically under way in the BMPO study area. To varying degrees, these projects all make use of the travel demand model. The travel demand model may be used to assess scenarios reflecting land use and transportation alternatives. In FY2018-2019, MPO staff will collect and organize updated crash data from ODOT (to include vehicle, bicycle and pedestrian crashes), update the safety report, and continue to provide data support and assistance with development of crash analyses. This information will be used to address the federal safety performance measures, prioritize projects and seek funding for safety projects. Additionally, the MPO manager is serving on the Executive Committee of the Oregon Modeling Steering Committee<sup>2</sup> and multiple subcommittees.

**Subtask A. Transportation Model:** In FY2017-18, ODOT and MPO staff completed development of the Bend-Redmond travel model. Completion of the Bend-Redmond model is a major milestone for ODOT and the BMPO. This work addresses one of the Planning Emphasis Areas by creating a model that incorporates areas beyond the BMPO boundary to that affect regional transportation. In FY2018-19, staff will utilize the new model as it updates the MTP. The BMPO will continue to work with ODOT TPAU for modeling support services.

*Previous Work Completed:*

- Completed development of Bend-Redmond model in FY2017-18

*Deliverables:*

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

*Timeframe:* Model runs: July 2018 – July 2019

Data and file management structure: 1<sup>st</sup> and 2<sup>nd</sup> quarters FY2018-19

*Lead Agencies:* Bend MPO and ODOT

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

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

*Previous Work Completed:*

- Coordinate to create consistent baseline data with City efforts.

*Deliverables:*

- Model data for specific projects and planning efforts

*Timeframe:* Ongoing: July 2018 – June 2019

*Lead Agency:* Bend MPO and ODOT

*Other Agencies Involved:* City of Bend, City of Redmond, Deschutes County

**Subtask C. Oregon Modeling Steering Committee:** The Oregon Modeling Steering Committee (OMSC) was formed to provide direction and oversight to the Oregon Modeling Improvement Program (OMIP). The OMSC works to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in the state of Oregon. It also works to serve as a consensus forum and support group to coordinate the land use-transportation modeling efforts of federal, state, regional, and local agencies. The Bend MPO is a member of the OMSC. The BMPO manager serves as the small-MPO representative on the OMSC Executive Committee and also participates on several subcommittees.

*Previous Work Completed:*

- Active engagement on OMSC Executive Committee and subcommittees

*Deliverables:*

- Participation in the bi-annual meetings of Oregon Model Steering Committee
- Participation in meetings of the Executive Committee (about 6 meetings per year)
- Participation in subcommittee (MPC and Technical Tools) meetings

*Timeframe:* Ongoing: July 2018 – June 2019

*Lead Agency:* ODOT

*Other Agencies Involved:* Bend MPO and FHWA

**Subtask D. Data Collection and Analysis**

This subtask includes several work items related to data collection and analysis. Each work item is discussed separately. Each task supports the efforts to move toward a *performance-based planning and programming* process. The MPO will work with local planning partners to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets.

Safety Program: In FY2018-19, MPO staff, in collaboration with the City of Bend, will finalize the safety report and develop a transportation safety action plan. Details of the analysis include integration of safety measures, analysis of crash causations and mitigation efforts available. MPO will collect and organize ODOT crash data, and continue to provide data support and assistance with development of crash analyses. This information will be used to address the federal safety performance measures, prioritize projects and seek funding for safety projects. BMPO will work with local planning partners to identify process to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting system performance related to those targets.

*Previous Work Completed:*

- Obtaining ODOT crash data and loading to Tableau software

*Deliverables:*

- Bend MPO State of Safety Report
- Transportation Safety Action Plan (to be partially funded by ODOT)
- Published Performance Measures and State of Safety Report in the MTP

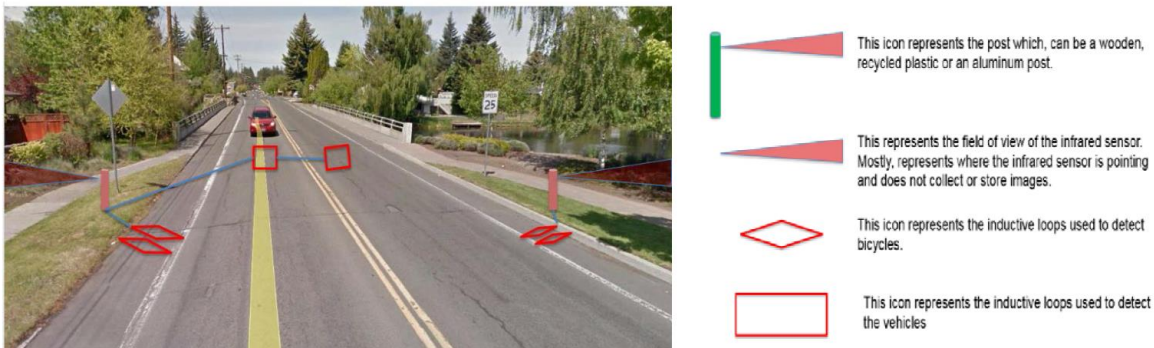
*Timeframe:* July 2018 – June 2019

*Lead Agency:* Bend MPO

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

**Data Management Program:** Over the past two years, MPO and City of Bend staff have studied options to create an on-going collection, management and analysis of vehicle and multi-modal volumes and crash data. In FY2014-15 and FY2015-16, MPO staff worked with Central Lane MPO staff to secure an ODOT grant to purchase the Tableau software and begin populating the software with crash and volume data. MPO staff will continue populating Tableau with available data and generate maps and reports. In FY2018-2019, MPO staff will continue to: 1) participate in the Oregon Traffic Record Coordination Committee; 2) work with City staff to continue the data collection efforts for multi-modal volume data program; and 3) work with City staff and the ODOT Research Section to implement the Non-motorized Travel Activity Estimations and Crash Analysis project (includes ODOT funded research work). The goal of this work is to develop a process for estimating bicycle miles of travel and pedestrian (or walking) miles of travel to inform project selection and performance measures.

The photo below is an example of how the Eco Counter system measures traffic.



**Figure 6 Multimodal Data Collection Program**

*Previous Work Completed:*

- Loading crash and volume data to Tableau
- Developed public viewing tools
- Developed annual volume data summary (in coordination with the City of Bend and ODOT)

*Deliverables:*

- Performance Measures posted in Tableau
- Collaboration, data collection and analysis of Non-motorized Travel Activity

Estimation Project

- Continue multimodal data collection program with City of Bend staff
- Use the data to inform performance-based planning objectives with the Policy Board

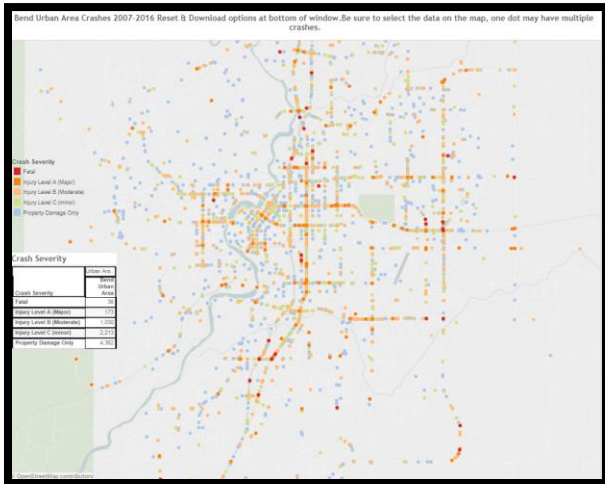
*Timeframe:* Ongoing July 2018 – June 2019

*Lead Agency:* Bend MPO

*Other Agencies Involved:* ODOT and City of Bend

**Task 4 Estimated Timeline**

Subtask Letter/Title	FY2018-19			
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
A. Travel Model				
B. Model - Local projects				
C. OMSC				
D. Data Collection/Analysis				



**Figure 7 Bend MPO Data Portal**

In FY 2015-16, Bend MPO obtained the Tableau software to visualize and analyze crash and other data. In FY2018-19, the Bend MPO will continue to make this data available to web users. Web users will continue to be able to view specific data in maps and charts. This data analysis tool houses the base data for the Bend MPO safety plan and performance measures. This data can be accessed at [bendmpo.org](http://bendmpo.org) or <http://public.tableau.com/profile/bendmpo#!/>



Summary of the FY2018-2019 budget is shown on the following table and graphs.

Fiscal Year 2018-19 Budget Summary			
	Resources		Appropriations
Beg. Working Capital	\$ 70,000		
		<b>By Budget Category:</b>	
FHWA PL <sup>1</sup>		Personnel Services	\$ 216,660
Federal Share	147,709	Materials & Services	246,690
State Match	16,906	Interest Expense	500
Local Match <sup>2</sup>	-	Loan Repayment	70,000
		Contingency	70,000
FTA Section 5303	46,154	<b>Total Budgeted Appropriations</b>	<b>\$ 603,850</b>
Local Match <sup>2</sup>	5,283		
ODOT Research Division	25,000		
FTA 5305	20,000		
Local Match <sup>2</sup>	4,000	<b>By Task:</b>	
STBG	180,283	Task 1: Dev. & Program Management	\$ 238,428
Local Match <sup>2</sup>	18,515	Task 2: Short Range Planning	76,260
		Task 3: Long Range Planning	239,006
<b>Total Grant Funding</b>	<b>\$ 463,850</b>	Task 4: Regional Travel Demand Modeling	50,156
City of Bend Loan	70,000		
			<b>\$ 603,850</b>
<b>Total Budgeted Resources</b>	<b>\$ 603,850</b>	<b>Total Budgeted Requirements</b>	<b>\$ 603,850</b>

Figure 8 Budget Summary

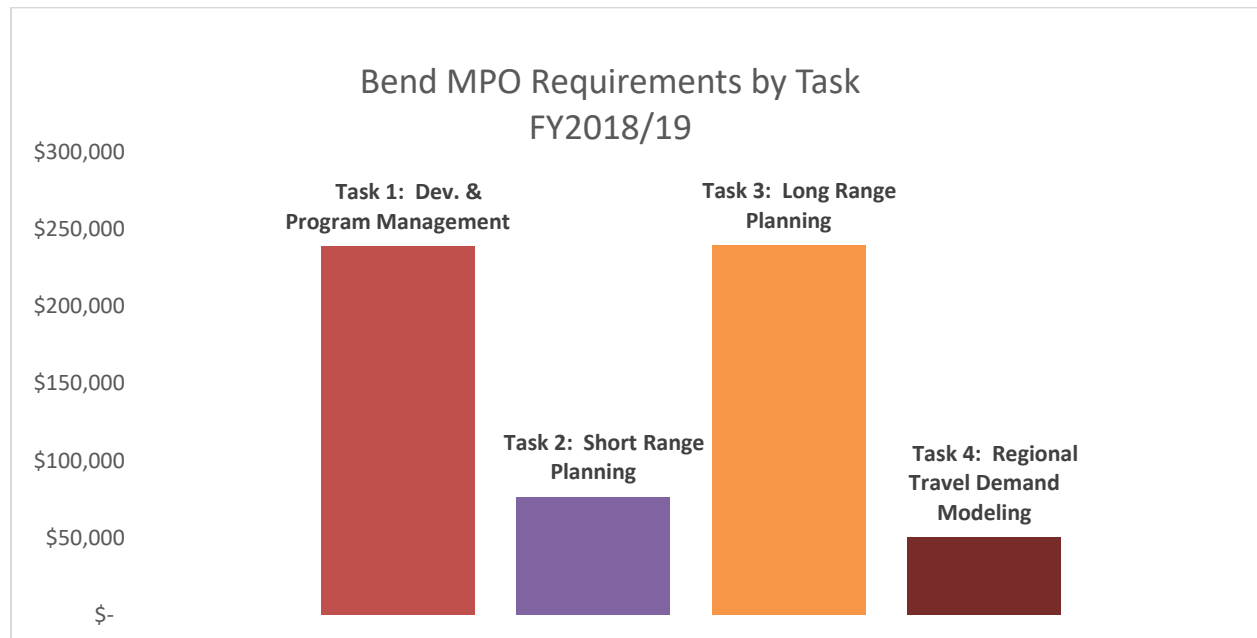
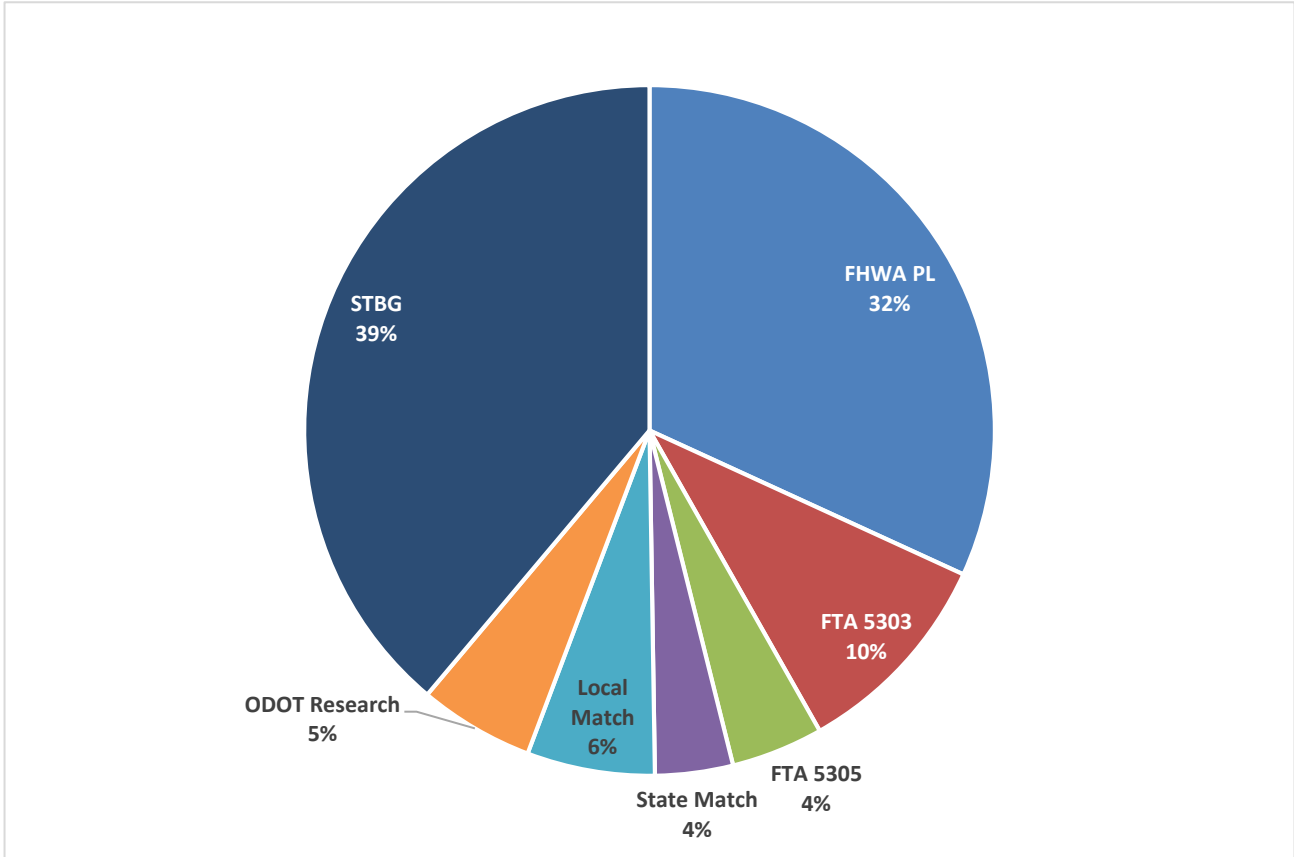


Figure 9 Expenditures by Task



**Figure 10 Grant Revenue Chart**

**Budget Changes from the Previous Year**

There are no significant changes from the FY 2017-18 budget.

**Financial Polices**

The Bend MPO relies on the federal framework for handling and distributing funding. This framework is detailed under Title 23 (Highways) and Title 49 (Transit) of the Code of Federal Regulations. 23 CFR Section 420.117 detail the requirement to show budgeted (approved) amounts and actual costs incurred. Part 450 of 23 CFR Chapter 1, Subchapter E and Part 613 of 49 CFR detail the requirements for metropolitan transportation planning and programming process.

**Description of Line Item Budget**

The line item budget for 2018-19 is shown on the following table (“Table 1”) and, for some budget lines, described below.

*Beginning Working Capital (Table 1, line 1)*

Beginning Working Capital at July 1, 2018 is available due to a temporary \$70,000 loan from the City of Bend expected on June 30, 2018.

*City of Bend In-kind Match (Table 1, line 7)*

The grant mandated match for FTA and STBG funds is provided by the City of Bend Growth Management Director and additional staff in the Growth Management Department as an in-kind match.

*Personnel Services (Table 1, line 27)*

Personnel services include the salaries and other associated costs for the dedicated MPO staff members. The 2018-19 budget assumes 1.5 full time equivalents (FTE), including the MPO Manager and a 0.5 Program Technician.

*Professional Services – Other (Table 1, line 32)*

The 2018-19 budget includes charges for administrative support from several City of Bend departments. Description of services proved are included below.

Information Technology: Provides general information technology support required by BMPO

Facilities Management: Provides support for ongoing facility maintenance in BMPO occupied space

Administration and Human Resources: General administrative support provided by the City

Finance: Financial support, including invoicing, payroll, and coordination of the annual audit and budgeting process

Purchasing: Provides contracting services

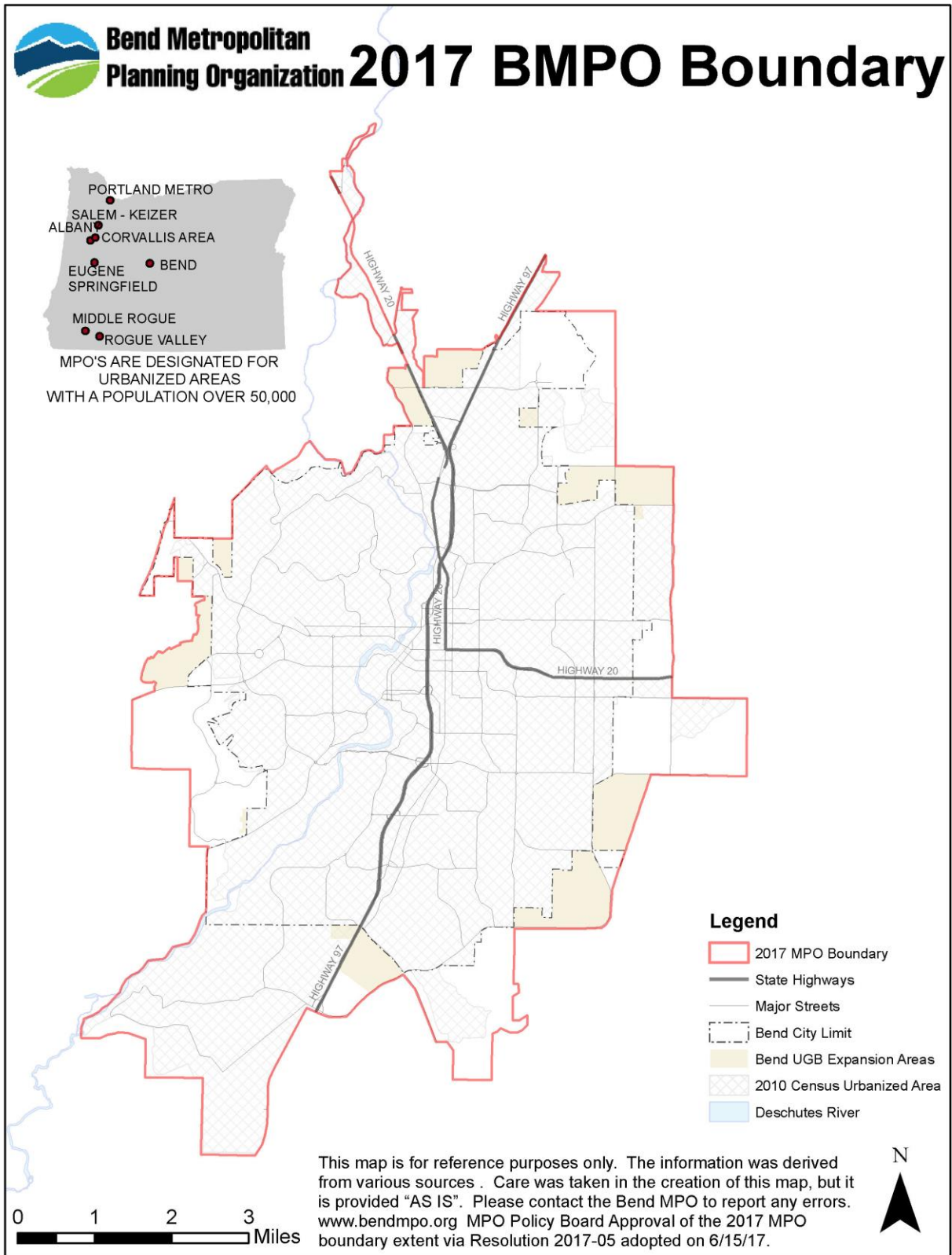
**Table 1 MPO Line Item Budget for Fiscal Year 2018-2019**

Line No.	Account Description	FY 15-16 Actuals	FY 16-17 Actuals	FY 17-18 Projected	FY 18-19 Proposed
1	Beginning Working Capital <sup>1</sup>	\$ 35,000	\$ 22,000	\$ 30,000	\$ 70,000
2	Federal Pass-through Grant - ODOT	235,542	257,739	382,354	394,146
3	State match for MPO's	15,815	23,904	16,584	16,906
4	Intergovernmental Grant - Other	9,790	6,723	25,000	25,000
5	Miscellaneous Revenue	550	45	1,500	-
6	Loan from City of Bend General Fund <sup>2</sup>	22,000	30,000	70,000	70,000
7	City of Bend In-Kind Match	7,200	16,597	24,387	27,798
8	<b>Total Resources</b>	<b>\$ 325,897</b>	<b>\$ 357,008</b>	<b>\$ 549,825</b>	<b>\$ 603,850</b>
9	<b>Requirements:</b>				
10	Regular Salaries	\$ 131,417	\$ 128,557	\$ 135,700	\$ 139,200
11	Overtime	681	1,054	800	500
12	FICA	9,704	9,521	10,300	10,500
13	Unemployment	132	131	200	200
14	PERS & OPSRP	19,548	19,182	24,800	25,300
15	PERS Debt Service	3,635	3,568	3,400	3,500
16	Workers Compensation Insurance	220	191	300	300
17	Disability Insurance	359	350	500	600
18	Life Insurance	193	153	200	200
19	High Deductible - Premium	17,971	18,490	20,600	22,660
20	High Deductible - Deductible	5,951	5,897	6,000	6,000
21	High Deductible - Coinsurance	1,983	1,284	2,200	2,400
22	Dental Insurance - Premium	2,022	1,985	2,100	2,300
23	Telemed Service	-	73	100	100
24	OPEB Funding	3,027	2,979	2,600	2,600
25	Section 125 Benefits	179	187	200	200
26	Alternate Modes	60	60	100	100
27	<b>Total Personnel Services</b>	<b>\$ 197,082</b>	<b>\$ 193,663</b>	<b>\$ 210,100</b>	<b>\$ 216,660</b>
28	Professional Services - Legal	286	1,716	800	1,000
29	Professional Services - Consulting	15,178	43,348	173,116	175,739
30	Professional Services - Financial Audit	10,150	10,124	4,000	5,000
31	Software Maintenance	-	400	1,083	1,083
32	Professional Services - Other	34,193	32,000	27,500	27,100
33	Postage	2	-	50	50
34	Advertising	282	260	280	300
35	Equipment <\$5000	-	-	100	300
36	Office Supplies	86	220	200	200
37	Employee Costs	340	1,377	1,200	1,200
38	Employee Costs - Required Training	582	1,036	1,600	1,600
39	Employee Costs - Licenses & Dues	2,159	1,678	1,700	1,800
40	Community Education & Outreach	813	199	1,100	1,100
41	Insurance Premium	-	2,029	2,200	2,420
42	In-Kind Match	7,200	16,597	24,387	27,798
43	<b>Total Materials and Services</b>	<b>\$ 71,272</b>	<b>\$ 110,984</b>	<b>\$ 239,316</b>	<b>\$ 246,690</b>
44	Loan Repayment	35,000	22,000	30,000	70,000
45	Interest	544	361	409	500
46	Contingency				70,000
47	<b>Total Requirements</b>	<b>\$ 303,897</b>	<b>\$ 327,008</b>	<b>\$ 479,825</b>	<b>\$ 603,850</b>

<sup>1</sup> Line 1 represents the Beginning Working Capital from the City of Bend loan expected and/or received on June 30 of the prior fiscal year. For the proposed budget, the 2018-19 Beginning Working Capital is the amount of the City of Bend loan anticipated on June 30, 2018.

<sup>2</sup> Line 6 represents the loan amount expected and/or received on June 30 of the current fiscal year to cover reimbursed charges not received at the end of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred. For the proposed budget, the 2018-19 loan from the General Fund noted in line 6 is related to the loan anticipated on June 30, 2019.

Figure 9: BMPO Study Area Map



## **APPENDIX A: Summary of Deliverables from the 2017-18 UPWP**

### **Task 1.0 Program Management**

- Functioning advisory committees
- Meeting materials for the BMPO committees (Policy Board and TAC)
- Regular meetings with individual Policy Board members to discuss MPO work items and improve communications
- Approved & executed contracts
- Updated bylaws (to be completed in the 3<sup>rd</sup> quarter)
- Monthly invoices to ODOT for reimbursement & monthly budget review reports to Policy Board
- Quarterly reports & identified priorities for each quarter
- Annual audit and financial report
- Regular monitoring of service and materials expenditures
- Regularly updated MPO website, Facebook page and email lists
- BMPO responses to state and federal legislative proposals and initiatives
- BMPO responses to State planning rule changes
- Implementation of public involvement strategies
- Completed information requests from the public, governmental agencies and jurisdictions
- Organized hard copy files and electronic files
- UPWP and Budget documents
- Self-certification statement
- Attendance at appropriate seminars & training sessions
- Attendance and participation at Oregon MPO Consortium meetings
- Attendance and participation at Oregon MPO/ODOT/FHWA quarterly meetings

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

- 2015-2018 MTIP adjustments and amendments during transition period
- 2018-2021 MTIP adjustments and amendments
- Attendance and participation in STIP/MTIP committee meetings, including participation in discussions about possible development of new platform for all Oregon MPO TIPs
- Annual Listing of Obligated Projects (to be completed in 3<sup>rd</sup> quarter)
- Coordination on STBG funding issues & programmed STBG projects
- Development of STBG funding process (to be completed in 3<sup>rd</sup> quarter)
- Participated in discussions about significant land use proposals
- Initiated update of Deschutes County ITS Plan update. Work included developing the scope of work and budget, developing an IGA between ODOT and the MPO to cost-share the plan update, and organizing an expanded TAC for the project. Work on the update is expected to begin in the 3<sup>rd</sup> quarter and extend into FY2018-19.
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtasks G & H)
  - Special Transportation Fund committee participation
  - COACT participation
  - Commute Options work group participation

- CET Regional Public Transportation Advisory Committee – tracking
- ODOT Public Transportation Plan update – serving on Technical Advisory Committee
- ODOT TSP Guidelines update – serving on Technical Advisory Committee
- ODOT Policy Plan and Strategy Consolidation (ODOT) - serving on advisory committee
- Tracking and providing comment on several City of Bend projects (e.g. SDC update, transportation funding strategy)
- Reviewing materials from Phase 1 of the US 97 Freight Plan
- Tracking the DLCD Rules Advisory Committee charged with updating sections of the Transportation Planning Rule that pertain to the state’s metropolitan areas

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

- Initiated an update of the Metropolitan Transportation Plan (MTP). The City of Bend will also be updating its transportation system plan (TSP). The MPO and City will use a single consultant team to assist with development of both plans. Work included developing the scope of work, schedule and budget; developing presentations and communicating the process with the MPO Policy Board and the City Council; establishing the committee review process, including formation of a citizen transportation advisory committee, an expanded MPO TAC, and joint MPO/City Council steering team. Work on the update is expected to begin in January 2018 and conclude in August 2019.
- Worked with ODOT as they completed Phase 1 of the Parkway (US 97) Facility Plan. The MPO Policy Board and TAC are serving as the oversight committees for this planning effort. MPO staff coordinated special meetings of these groups to review Phase 1 work items. MPO staff worked with ODOT staff to develop the scope of work for Phase 2 of the project. Work on Phase 2 will begin in early 2018 and conclude in mid-2019.
- The City of Bend developed a citywide Parking Plan to address the TPR parking requirement for MPO areas and to support some of the goals and policies contained in the UGB and ILUTP. Additionally, the City developed two specific area parking plans. MPO staff participated in committee meetings and reviewed draft project materials. Work on these plans will conclude in the 3<sup>rd</sup> quarter.
- Cascades East Transit (CET) secured TGM funding to develop a new Regional Public Transportation Plan. MPO staff met with CET staff to discuss roles and expectations for the planning process. Work on the plan is expected to begin in the 3<sup>rd</sup> or 4<sup>th</sup> quarter and conclude in mid-2019.
- Transit Boarding and Estimating Simulation (TBEST) tool development for CET. The MPO is administering funding for this work. Work included developing the scope of work and budget, hiring a consultant, amending an IGA between ODOT and the MPO, providing data for inclusion in the model, and coordinating regular check in calls with the consultant and CET staff. Work on the tool will be completed in the 3<sup>rd</sup> quarter. The consultant may remain under contract through 2018 to provide assistance as CET develops its new long-range plan.

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

- Reviewed some inputs for the new Bend Redmond travel demand model.
- Regular check-ins with ODOT staff to discuss upcoming modeling needs and special model requests.

- Project analyses using travel demand model in support of local projects
- Participation in Oregon Modeling Steering Committee (OMSC)
  - Serving as small MPO representative on OMSC Executive Committee
- Participation in meetings of the ODOT Traffic Records Coordination Committee
- Continued work to load crash and volume data in Tableau software
- Obtained most current safety data from ODOT and initiated update to MPO Safety Assessment
- Secured ODOT funding to purchase and install 5 permanent multi-modal counters on the City system. Also secured ODOT funding to purchase approximately 10 portable multi-modal counters. Hired contractor to install the permanent counters and to move the portable counters. Collected data and prepared summary reports and presentations. Provided data to the media, interested parties and several committees.
- Provided mapping and data support to City of Bend for several capital improvement projects.



## **APPENDIX B: ODOT Region 4, Deschutes County, City of Bend and Commute Options Transportation Planning, Development, Outreach and Construction Overview**

ODOT Region 4, Deschutes County, Commute Options and the City of Bend will be undertaking several planning, outreach and development projects in the BMPO area in the 2018-19 fiscal year. The status of each project varies significantly. For information about public engagement opportunities, please refer to the project websites. Each project is described below.

### **1) Regional Transportation Options Programs**

Project Lead: Commute Options

Timeline: throughout fiscal years 2018-2019 and 2019-2020

Commute Options, a local non-profit agency, contracts with several entities to coordinate travel options and transportation demand management activities in Central Oregon and throughout most of ODOT Regions 4 and 5. Their efforts include outreach to business owners, employees, and school age children to encourage walking, bicycling, carpooling, teleworking and riding the bus. Services provided by Commute Options include but are not limited to the following tasks:

- Coordinate the Drive Less Connect on-line program throughout much of Central and Eastern Oregon
- Coordinate the Drive Less Challenge
- Coordinate Bend Open Streets events
- Work with Cascades East Transit to promote transit ridership, including the group pass sales program.
- Provide information to the general public, employers and their employees on all TDM activities. Formats for providing the information include print, website, broadcast media, and individual contacts.
- Participate in studies by other agencies and various planning groups around the Central Oregon

### **2) US97 (Bend Parkway) Facility Plan**

Project Lead: ODOT Region 4

Project Timeline: Phase 1 completed November 2017. Phase 2 to start in January 2018 and conclude by July 2019

Project Budget: Phase 1 = \$180,000. Phase 2 = \$480,000 (\$280,000 for the Facility Plan and \$200,000 for a type/size/location analysis at the US97/Powers Road intersection)

ODOT Region 4 initiated development of a Facility Plan for the Bend Parkway in FY2016-17. The plan will be multi-faceted, including: an assessment of existing physical conditions and limitations, traffic operations, and safety; ITS options; future improvement options; and pedestrian and bicycle overcrossings. Additionally, a type, size and location analysis will be conducted for the US97/Powers Road intersection. The project will be completed in 2 phases.

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

Project Lead: ODOT Region 4

Project Timeline: Phase 1: complete. Phase 2: July 2017 through May 2019.

Project Budget: Unknown

ODOT Region 4 is developing a freight plan for US 97. Phase 1 assessed existing conditions and identified problem areas and issues along the corridor. Phase 2 will identify the future freight needs on US97 and develop a list of prioritized freight investments for the corridor.

### **4) City of Redmond TSP Update**

Project Lead: ODOT Region 4

Project Timeline: Fall 2016 – Fall 2019

Project Budget: Unknown

The City of Redmond is updating its Transportation System Plan (TSP). The MPO will not be directly involved in the process, but will track development of the TSP, particularly as it relates to modifications to the Bend Redmond transportation model. The MPO and ODOT TPAU developed the model and coordinate on any modeling requests or modifications to the model.

### **5) ODOT Region 4 Active Transportation Implementation Plan**

Project Lead: ODOT Region 4

Project Timeline: Phase 1 complete. Phase 2: January 2018 through May 2019

Project Budget: Unknown

ODOT Region 4 developed an Active Transportation Needs Inventory for the state highway system in FY2016-17. Phase 2 will develop an implementation plan for the needs identified through the Inventory.

### **6) US97/Baker Road Interchange Area Management Plan**

Project Lead: ODOT Region 4

Project Timeline: Tentative June 2019 through May 2021

Project Budget: Unknown

Develop a long term plan for the interchange at US97 and Baker Road.

### **7) Central Oregon Regional Transit Plan**

Project Lead: Cascades East Transit & ODOT Region 4

Project Timeline: Spring 2018 through Summer 2019

Project Budget: \$210,000

There are currently a long-range public transportation plans for the MPO area and for the remainder of Central Oregon. A majority of the projects in those plans have been implemented. This effort will create a single long range plan for Central Oregon.

### **8) ODOT ARTS Projects**

Project Lead: ODOT Region 4

Project Timeline: 2017-2021

Project Budget: \$1.9 million (two separate groups of projects)

Website: [http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS\\_R4.aspx](http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS_R4.aspx)

The All Roads Transportation Safety (ARTS) Program is a safety program to address safety needs on all public roads in Oregon. Working collaboratively with local road jurisdictions (cities, counties, MPO's and tribes), ODOT will increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. Work within the MPO will include sign upgrades, illumination improvements, signal improvements, curve and intersection signs, delineators, and clear zone improvements.

### **9) US20: Deschutes River Bridge to Robal Road**

Project Lead: ODOT Region 4

Project Timeline: FY2019-20

Project Budget: \$3 million

Pavement preservation, lighting, signs, and intersection improvements.

### **10) US97: Bowery Lane to Romaine Village Way**

Project Lead: ODOT Region 4

Project Timeline: FY2018-2020

Project Budget: \$4.4 million

Pavement preservation for US97 through the MPO area.

### **11) US97: Bend to Redmond**

Project Lead: ODOT Region 4

Project Timeline: FY2017-2020

Project Budget: \$5 million

Speed feedback signs, pavement markings, lighting, signing and striping enhancements.

### **12) Archie Briggs Road Bridge (Bend)**

Project Lead: ODOT Region 4

Project Timeline: FY2020

Project Budget: \$800,000

Prepare design shelf ready plans for replacement of Archie Briggs Road bridge over the Deschutes River

### **13) US 20 Empire-Greenwood Preservation/Operations/Safety Project**

Project Lead: ODOT Region 4

Project Timeline: Phase 1 (PE, R/W, and UR): FY2017-FY2019 and Phase 2 (construction) FY2020

Project Budget: Phase 1: \$5.6 million Phase 2: \$8.1 million (additional funding is being sought to fully fund the project)

Multi-faceted project that includes the following elements:

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

### **14) US97: Baker Road to Lava Lands Visitor Center**

Project Lead: ODOT Region 4

Project Timeline: FY2017-18

Project Budget: \$270,000

Identify and evaluate planning corridors for a bicycle and pedestrian trail connecting Baker Road to Lava Lands Visitor Center.

### **15) Bend Haul Road Trail Improvements**

Project Lead: Bend Park and Recreation District

Project Timeline: FY2019-20

Project Budget: \$2.5 million

Extend paved path, reconstruct exiting pavement and construct safety improvements

### **16) ODOT Region 4 TDM Program**

Project Lead: ODOT Region 4

Project Timeline: FY2018-21

Project Budget: Approximately \$125,000 each fiscal year

Transportation demand management activities throughout Region 4, including the MPO area

**17) 14<sup>th</sup> Street/Century Drive: various segments**

Project Lead: City of Bend

Project Timeline: Planning and design in FY2017-2019. Construction in FY2018-20. Project

Budget: approximately \$3.6 million

This project will upgrade various segments of 14th Street to urban standards with bike lanes and sidewalks, pedestrian crossings, and storm drainage treatments. The roundabout at Simpson Avenue will also be reconstructed.

**18) City of Bend Safety Program**

Project Lead: City of Bend

Project Timeline: FY2017-2019

Project Budget: \$2.7 million

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

**19) Galveston Corridor Improvements**

Project Lead: City of Bend

Project Timeline: FY2018-2020

Project Budget: \$4.5 million

The main purpose of this project is to design and reconstruct the corridor to urban standards, including pedestrian crossing improvements

**20) City of Bend Bicycle Greenways**

Project Lead: City of Bend

Project Timeline: FY2017-21

Project Budget: \$900,000

The City identified a preliminary bicycle greenway network. This project will design and implement projects for those corridors including intersection and signage improvements.

**21) City of Bend Complete Street Corridors**

Project Lead: City of Bend

Project Timeline: FY2017-21

Project Budget: \$2.5 million

Prepare shelf ready designs for several complete street corridors on the City system.

**22) Empire Avenue improvements**

Project Lead: City of Bend

Project Timeline: FY2017-22

Project Budget: \$10 million

Design and construct improvements to the Empire Avenue corridor including two roundabouts and the extension of Empire Avenue from Purcell Boulevard to 27<sup>th</sup> Street.

### **23) Murphy Road Improvements**

Project Lead: City of Bend

Project Timeline: FY2017-22

Project Budget: \$10 million

Design and construct improvements to the Murphy Road corridor including two roundabouts and the extension of Murphy Road from Brosterhous Road to 15<sup>th</sup> Street

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

Project Lead: City of Bend

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

Project Budget: approximately \$250,000

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

This project covers the Central Westside, including the area around the OSU Cascades campus. The project led to creation of a long-term land use and transportation plan for the area by conducting land use and transportation scenarios with the public, selecting a preferred scenario, and creating land use and transportation performance measures.

### **25) City of Bend Urban Growth Boundary (UGB) Planning Implementation**

Project Lead: City of Bend

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

Project Budget: approximately \$825,000

Prepare plans for expansion areas, infill and opportunity areas and assist with developer initiated mast plans

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

Project Lead: Bend Park and Recreation District

Project Timeline: to be determined

Project Budget: to be determined

Website: [http://www.bendparksandrec.org/Current Protects/deschutes-river-trail/](http://www.bendparksandrec.org/Current_Protects/deschutes-river-trail/)

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

## **APPENDIX C: List of Transportation Planning Definitions and Acronyms**

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

Federal funding program used for MPO planning.

### **5339 FTA Formula Capital Program**

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

### **5307 FTA Formula Grant Program**

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

### **5310 FTA Competitive Grant Program**

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

### **CET: Cascades East Transit**

Central Oregon's regional public transportation service provider.

### **COACT: Central Oregon 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.

### **DLCD: Department of Land Conservation and Development**

The department responsible for guiding land use policy in Oregon. State agency that assists cities and counties in applying Oregon's land use laws, and aids in assuring compliance with Oregon's statewide planning goals and guidelines.

### **EIS: Environmental Impact Statement**

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

**EMME:** Travel demand model forecasting software used by most jurisdictions in the state of Oregon.

### **FAST Act: Fixing America's Surface Transportation Act**

On December 4, 2015, President Obama signed the FAST Act into law. The FAST Act is the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology and statistics programs. With its

enactment, States and local governments may now move forward with critical transportation projects, like improved highways and enhanced transit systems, with the confidence that they will have a Federal partner over the long term. <https://www.transportation.gov/fastact/>

**FHWA: Federal Highway Administration**

**FTA: Federal Transit Administration**

**FTE: Full Time Equivalent**

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

**IGA: Intergovernmental Agreement**

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

**ITS: Intelligent Transportation Systems**

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

**MTIP: Metropolitan Transportation Improvement Program**

An MPO's Transportation Investment Program, which identifies project scopes, budgets and timing for delivery within the MPO.

**MTP: Metropolitan Transportation Plan**

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

**Oregon HB 2017**

HB 2017 (also known as the Keep Oregon Moving bill) was approved during the 2017 legislative session. HB 2017 is a multi-faceted bill that includes significant new funding for a range of transportation programs and projects.

**OTC: Oregon Transportation Commission**

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

**PERS: Public Employees Retirement System**

**PL: FHWA Metropolitan Planning Funds**

PL funds comprise the majority of MPO funding.

**STBG: Surface Transportation Block Grant, previously STP**

One of the major federal funding programs. Funding may be used for a range of programs and projects including planning, roadway construction, and transit capital projects. The Bend MPO receives and distributes STBG funding each year.

**STIF: Statewide Transportation Improvement Fund**



The STIF program was established under HB 2017 and will provide a new dedicated source of funding for expanding public transportation services in Oregon. Revenues from the program will first become available in January 2019.

### **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.

### **TAC: Technical Advisory Committee**

### **TAZ: Transportation Analysis Zones**

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

**TBEST:** Transit Boarding Estimation and Simulation Tool, a software package used for public transportation planning

### **TDM: Transportation Demand Management**

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

### **Title VI & Environmental Justice Program**

Federally required program to ensure that transportation programs and services are accessible and provided uniformly, and to avoid adverse and disproportionate impacts by considering the populations impacted by transportation projects. This is primarily accomplished through inclusive public participation, outreach, and the consideration of all factors and measures that provide for a context sensitive solution. <http://www.bendoregon.gov/index.aspx?page=126>

### **TO: Transportation Options**

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

### **TPR: Transportation Planning Rule**

The Administrative Rule that was enacted to implement Statewide Planning Goal 12 (Oregon’s statewide transportation planning goal). This rule requires that all cities, counties and MPOs

develop a 20-year transportation plan that outlines how investments are to be made to provide an integrated transportation system plan. MPOs are required to prepare an MTP and all local jurisdictions within a MPO are required to prepare TSPs that are consistent with the MTP.

**TPAU: Transportation Planning and Analysis Unit**

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

**TRCC: Traffic Records Coordination Committee for ODOT**

Charged with developing and implementing a strategic plan for improving traffic records systems in Oregon.

**TSP: Transportation System Plan**

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

**VMT: Vehicle Miles Traveled**

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

**USDOT: United States Department of Transportation**

A federal Cabinet department of the U.S. government concerned with transportation. It was established by an act of Congress on October 15, 1966, and began operation on April 1, 1967.