

Unified Planning Work Program 2019- 2020



BMPO Bend Metropolitan
Planning Organization

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Resolution Number 2019-03
Bend Metropolitan Planning Organization Policy Board

**For the Purpose of Adopting the Fiscal Year 2019-2020 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 2019-2020, 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 2019-2020;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP for fiscal year 2019-2020.

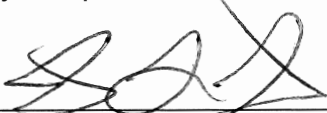
Adopted by the Bend Metropolitan Planning Organization the 16th day of April, 2019.

Yes: 3

No: 0

Abstain: 0

Authenticated by the Chair this 16th day of April, 2019.



Justin Livingston, Chair

Attest:



Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

Policy Board

Justin Livingston, Chair, City of Bend
Anthony DeBone, Vice-Chair, Deschutes County
Bob Townsend, ODOT Region 4
Barb Campbell, City of Bend
Chris Piper, City of Bend

Technical Advisory Committee

Karen Swirsky, City of Bend
Nick Arnis, City of Bend
Andrea Breault, Cascades East Transit (CET)
Michelle Rhoads, Central Oregon Intergovernmental Council (COIC)
Peter Russell, Deschutes County
Rick Root, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
Laura Underhill, Bend Park and Recreation District
Rick Williams, ODOT Region 4
Joe Viola, Central Oregon Community College (COCC)
Casey Bergh, Oregon State University Cascades
Michel Bayard, Citizen
Robin Vora, Citizen
Jeff Monson, Commute Options
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 Coordinator
Andrea Napoli, Senior Planner



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Bend Metropolitan Planning Organization Unified Planning Work Program 2019-2020

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 2020¹ 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 (BMPO) 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 significant concerns about increasing demands on the transportation system in an environment of limited funding for all types of transportation projects, rapidly changing technologies, the demand for improved transportation options, economic competitiveness, safety concerns, 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.

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 2019-2020 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, 2019 to June 30, 2020. The work program was developed to serve these specific objectives:

1. Define work activities to meet the needs of local, state, and federal agencies in accordance with applicable transportation requirements.
2. Identify funding sources and shortfalls for work to be completed.

¹ The State of Oregon fiscal year runs from July 1, 2019 to June 30, 2020 and is the business year for the UPWP. It is numbered according to its second half (e.g. the year beginning July 1, 2019 is numbered FY 2020). The federal fiscal year 2020 begins October 1, 2019 and runs through September 30, 2020.

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. Staff then forward the UPWP to ODOT for review of planning and administrative requirements, and ODOT then submits the UPWP to FHWA/FTA with a statement that all requirements have been met. FHWA and FTA then review and approve 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 closeout².

² Closeout reports are produced after the conclusion of each fiscal year. They compare the actual revenues received during the fiscal year with the most recent revenue 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 across 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 and interested parties, the media, 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 whether they were incorporated.



Figure 1 Bend Area Transportation Safety Action Plan

The Bend MPO, City of Bend, and ODOT initiated development of a Transportation Safety Action Plan in late 2018. The plan is scheduled for completion in mid-2019.

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 14 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, tribal governments, 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 Central Oregon Community College, Oregon State University-Cascades, Commute Options, FHWA, Cascades East Transit (CET) 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. For special projects, additional members may be added to the TAC to represent specific issues or areas (e.g. emergency response).

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. The membership of the BMPO Policy Board is determined by each jurisdiction.

Status of Bend MPO Documents

| Plan Name | Last Update | Plan Cycle | Date Completed or Adopted |
|---|-------------------------------------|--|---------------------------|
| Annual Listing of Obligated Projects Report | Federal Fiscal Year (FFY) 2017-2018 | Annual Update, due within 90 days of Federal Fiscal Year end | 12/31/2019 |

| | | | |
|--|---|--|-----------------|
| Unified Planning Work Program (UPWP) | 2018-19 UPWP | Annual, July 1 - June 30 | April each year |
| Public Participation Plan | Adopted June 2009 with minor amendments in 2013 | Periodic Review | 6/1/2019 |
| Title VI and Environmental Justice Plan | 2012 with annual census data updates | Data updated annually and plan content as needed | 9/1/2019 |
| Metropolitan Transportation Plan (MTP) | Adopted September 2014 | Update every 5 years | September 2019 |
| Metropolitan Transportation Improvement Program (MTIP) | 2018-21 MTIP adopted May 2017, and amended periodically. Development of 2021-2024 MTIP in 2019-2020 | Update every 4 years | Spring 2020 |

Performance Measure Status

| Measure | ODOT or Cascades East Transit (CET) Action | BMPO Action |
|---------------------------------------|--|--|
| Roadway Safety | ODOT adopted 10/14/16 | -MPO Adopted ODOT measures 2/2018 -Currently developing Transportation Safety Action Plan (completion summer 2019) -In MTP by 9/2019 |
| Pavement and Bridge Condition | ODOT adoption 5/20/18 | MPO Adopted ODOT measures 10/2018 Resolution 2018-07 |
| System Performance | ODOT adoption 5/20/18 | MPO Adopted ODOT measures 10/2018 Resolution 2018-07 |
| Transit State of Good Repair | ODOT adoption 1/1/17 CET adoption | In MTP by 9/2019 along with reference to status of CET regional plan update |
| Transit Safety | Transit Safety Planning will begin in FY 2019-20 | In MTP by 9/2019 along with reference to status of CET regional plan update |
| Performance reporting in MTP and MTIP | Provide supporting data | MTP adoption in September 2019 MTIP adoption spring 2020 |

BMPO Major Transportation Activity for Fiscal Year 2019-2020

| Tasks | Deliverables | Coordinating Partners | BMPO Action and Dates |
|--|--|---|--|
| Metropolitan Transportation Plan (MTP) | Coordination with current planning efforts: 1. Transportation System Plan (TSP) 2. Bend Community Climate Action Plan 3. Bend Urban Renewal plans 4. US97 Bend Parkway Facility Plan 5. To incorporate several intersection improvement plans 6. Regional public transportation plan update 7. Public transportation funds (STIF funds) made available through Oregon HB 2017 8. Transportation Safety Action Plan developed 9. Intelligent Transportation System 10. All Roads Transportation System (ARTS) program 11. Safe Routes to Schools (SRTS) made available through Oregon HB 2017 12. Parks Comprehensive Plan priority regional trails 13. TBEST (Transit Boardings Estimation and Simulation Tool) implemented 14. Federal and locally developed performance measures in the MTP and MTIP 15. Bend Bridge Planning and Improvement Strategy 16. Title VI and Environmental Justice issues assessment 17. Incorporate planning emphasis area into MTP | <ul style="list-style-type: none"> • Federal Highway Administration (FHWA) • Federal Transit Administration (FTA) • Oregon Department of Transportation (ODOT) • Deschutes County • City of Bend • Cascade East Transit (CET) • Bend Park and Recreation District • Deschutes National Forest • Local transit service providers • Tribal Governments • Private developers • Citizen members | Adopt a 2040 MTP by September 2019 Create action plan for incorporating planning efforts that are not completed by September 2019 into MTP for 2020 work plan |
| 2018-2021 Metropolitan Transportation Improvement Program (MTIP) | 1. Maintain 18-21 MTIP 2. Process amendments as specified in MTIP amendment matrix | <ul style="list-style-type: none"> • Same entities as listed above | This document will be in effect concurrently with the 2021-2024 MTIP until the 21-24 MTIP is approved by Oregon Governor. |

| Tasks | Deliverables | Coordinating Partners | BMPO Action and Dates |
|---|--|---|--|
| 2021-2024 MTIP | <ol style="list-style-type: none"> 1. Develop MTIP document 2. Policy Board adoption of MTIP 3. Maintain MTIP | <ul style="list-style-type: none"> • Same entities as listed above | Adopt the 21-24 MTIP in Spring 2020. |
| 2024-2027 MTIP | <ol style="list-style-type: none"> 1. Coordination and development of document | <ul style="list-style-type: none"> • FHWA • FTA • ODOT | Coordinate with partner agencies in FY 2020 |
| Regional Transportation Strategies | <ol style="list-style-type: none"> 1. Participate in Central Oregon Area Commission on Transportation (COACT) 2. Develop regional and corridor improvement strategies | <ul style="list-style-type: none"> • ODOT • Cities and Counties • COACT | Monthly meetings and annual goal setting |
| Data Development | <ol style="list-style-type: none"> 1. Coordinate with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO 2. Coordinate multi-modal count program with City of Bend staff to assess current trends 3. Develop annual reporting for safety and multimodal counts 4. Provide public access to available data 5. Coordinate with ODOT as it considers data warehouse concepts | <ul style="list-style-type: none"> • ODOT Region 4 and ODOT Research • City of Bend • Deschutes County | Enhance annual reporting of data in Bend MPO |
| Annual Obligated Project Report | <ol style="list-style-type: none"> 1. Develop 2019 Annual Obligated Project Report 2. Comply with federal guidelines for reporting | <ul style="list-style-type: none"> • Same entities as listed in MTP task | Produce report by 12/31/19 |
| Oregon Modeling Steering Committee (OMSC) | <ol style="list-style-type: none"> 3. Serve as small MPO representative on the Executive Committee in OMSC | <ul style="list-style-type: none"> • ODOT • Other MPO's • Oregon Cities and Counties | Ongoing participation |

BMPO Activity Reductions or Deferrals

Federal funding (PL and 5303) to the BMPO decreased for several years, and then increased slightly over the past three fiscal years. Federal funding in FY2019-20 will exceed FY2012-13 levels (the high point of funding support). For several years, the Policy Board has authorized use of some STBG funds to maintain the MPO budget and to support specific projects. The Bend MPO is the only non-TMA in Oregon that uses some of its STBG funding to support planning projects. These funds will go toward the MTP update, the US97 Bend Parkway Facility Plan, the Deschutes County ITS Plan update, and the Transportation Safety Action Plan. Some work items may be delayed or altered from original scope to ensure resources are available to complete the MPO's priority projects, including:

- Reduced MPO public outreach materials 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 2.5 FTE
- Providing additional support on various planning and analysis projects underway within the MPO area
- GIS transportation network development and enhancement (joint effort with City of Bend)

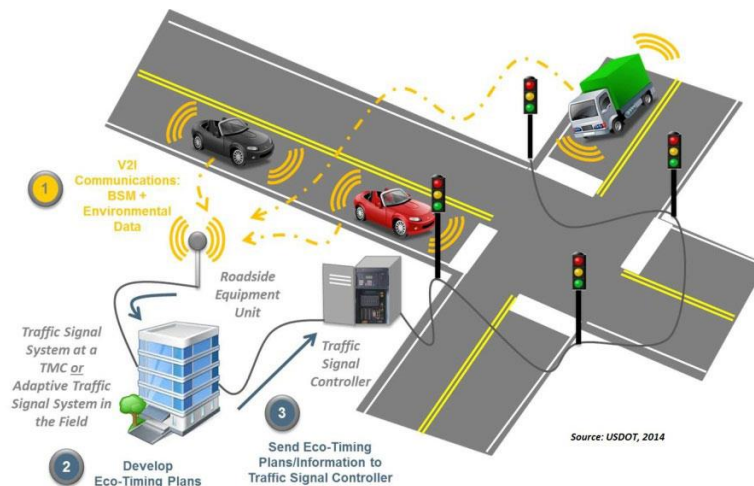


Figure 2 Deschutes County ITS Plan update

ODOT Region 4, in conjunction with the Bend MPO, initiated an update to the Deschutes County ITS Plan in early 2019. The Bend MPO is a significant funding partner for the plan update. The plan update will be finished in late 2019.

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 the ODOT Transportation Planning Analysis Unit (TPAU) through the annual UPWP process to assess travel model needs for the upcoming fiscal year and beyond. Additionally, the BMPO will be seeking on-call consultant support services for

travel modeling support. The intention of such an agreement is to reduce work demands on MPO and TPAU staff.

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 2018-19

Listed below are some of the tasks completed or started by the Bend MPO in FY2018-19. Also listed are some projects that included significant MPO involvement.

Tasks Completed

- Annual Listing of Obligated Funds report
- Update of the MPO/ODOT/Transit master agreement
- 2018-21 MTIP maintenance
- Distribution of 2018 STBG funding
- Completion of the US97 Freight Plan (ODOT led project – MPO manager served on TAC)
- Adoption of applicable performance measures to meet federal requirements

Additional Tasks Underway

- Update of Metropolitan Transportation Plan (to be completed by Sept 2019) in coordination with the City of Bend TSP update (joint consultant contract and one group of advisory committees)
- US97 Bend Parkway Facility Plan (ODOT led process using BMPO TAC and Policy Board)
- Initiating update of ITS Plan (ODOT led process with significant MPO funding)
- Initiating development of a Transportation Safety Action Plan
- Initiating development of the CET regional public transportation plan (CET led effort with significant MPO funding)
- Assisting with development of the City of Bend's bridge management program
- City of Bend greenhouse gas (GHG) inventory and GHG planning
- Coordination with ODOT Research Division for Non-Motorized Travel Activity Estimation and Crash Analysis in BMPO
- Coordinate with City staff on development and implementation of a multi-modal count program
- Coordination with ODOT to consider data warehousing options (ODOT led project)
- Serve as the small MPO representative on the Executive Committee of the Oregon Modeling Steering Committee, and serving on the Technical Tools Subcommittee, Modeling Program Coordination Subcommittee, and the Travel Survey Subcommittee
- Updates to the Policy Board and TAC bylaws (to be completed spring/summer 2019)
- Managing consultant contract to develop TBEST software for CET
- Public Participation Plan update (to be completed spring/summer 2019)
- 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 Plan update (to be completed summer 2019)



Anders Ramberg / The Bulletin

Figure 3 Empire Avenue extension

The Metropolitan Transportation Improvement Program includes projects of regional significance, like the Empire Avenue extension <https://www.bendoregon.gov/city-projects/infrastructure-projects/empire-corridor-improvements>

TASK 1: BMPO Development and Program Management

| Task One | |
|--|-------------------|
| FHWA PL Funding ¹ | \$ 80,000 |
| FTA 5303 | 3,000 |
| State Match for FHWA PL | 18,783 |
| In-Kind Local Match | 4,136 |
| Beginning Working Capital ² | 70,000 |
| Loan from General Fund ³ | 100,000 |
| Total Task 1⁴ | \$ 275,919 |
| Percent of Total Budget | 36% |

¹ FHWA PL Funding: FHWA Metropolitan Planning Funds

² Beginning Working Capital from City loan received on June 30, 2019.

³ 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, 2020 to cover charges in advance of grant reimbursement.

⁴ 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.

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) and Facebook site (www.facebook.com/BendMetroPlanning)
- Maintained email lists, organized files, and completed information requests
- Staff training and professional development

Timeframe: Ongoing: July 2019 - June 2020

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 bi-annual and annual 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:

- 2018-19 UPWP and Budget maintained and updated as necessary

Deliverables:

- Monthly reports & bi-annual and annual reports
- 2019-2020 UPWP and 2019-2020 Budget adopted and maintained

Timeframe: Ongoing July 2019 – June 2020.

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 (OMPOC) (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 should directly benefit the Bend MPO. The quarterly staff meetings are a valuable opportunity for MPO and ODOT staff to discuss their respective projects and work tasks.

Previous Work Completed:

- Participation in OMPOC meetings and quarterly staff meetings
- Annually hosting an OMPOC meeting (fall 2019)

Deliverables:

- Assist with coordination of and participation at OMPOC 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 FY2019-20

Lead Agencies: Bend MPO, ODOT and other Oregon MPOs

Other Agencies Involved: FHWA and transit districts



Figure 4 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 2017-18. The PPP establishes a process to inform and engage members of the public and transportation stakeholders regarding the work of the BMPO. 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 (EJ) 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 are working 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. The TAC was expanded to include 2 additional citizen members to represent areas outside the city limits and within the MPO boundary to serve on the Citywide TAC 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 MTP.

In FY2019-20, staff will complete a major update to the PPP to reflect current practices for community outreach and engagement.

Previous Work Completed:

- On-going public engagement activities

Deliverables:

- Completion of a major update to the PPP
- 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
- Website and Facebook page maintenance

Timeframe: Ongoing: July 2019 - June 2020

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 (Task 3), the project team is assessing potential Title VI and EJ issues and options 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.

In FY2019-20, staff will complete a major update to the Plan to include current data and to reflect the most current guidance and information from other MPOs.

Previous Work Completed:

- Updated maps using American Community Survey (ACS) Data

Deliverables:

- Updated Title VI and EJ Plan

Timeframe: Updated Title VI and EJ Plan in 2nd quarter FY2019-20;

Lead Agency: Bend MPO

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

Task 1 Estimated Timeline

| Subtask Letter/Title | FY2019-20 | | | |
|-----------------------------|-----------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| A. Administration | | | | |
| B. UPWP & Budget | | | | |
| C. Statewide MPO Committees | | | | |
| D. Public Participation | | | | |
| E. Title V/EJ Analysis | | | | |

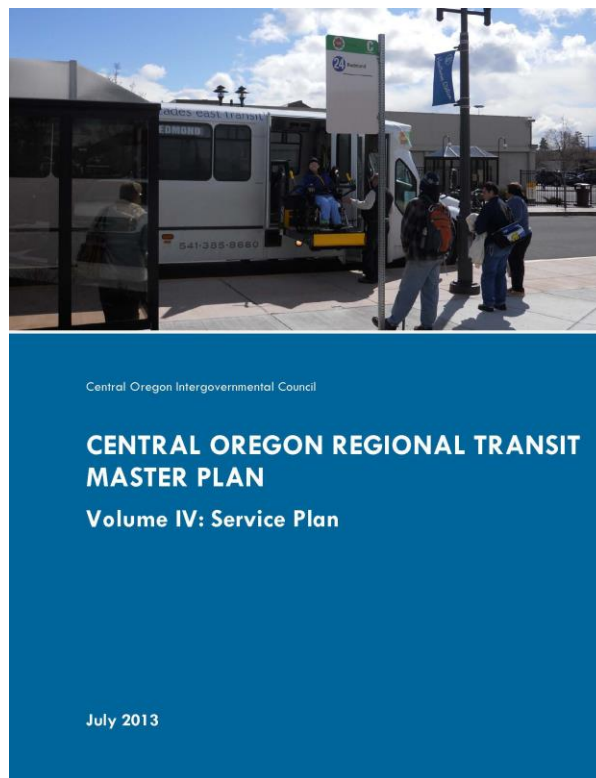


Figure 5 Central Oregon Regional Transit Master Plan update

Cascades East Transit initiated an update to the Regional Transit Master Plan in late 2018. The Bend MPO is a significant funding partner for the plan update.

TASK 2: Short Range Planning

| Task Two | | |
|-------------------------|-----------|----------------|
| FHWA PL Funding | \$ | 18,000 |
| FTA 5303 Funding | | 12,000 |
| STBG Funding | | 100,000 |
| In-Kind Local Match | | 11,502 |
| Total Task 2 | \$ | 141,502 |
| Percent of Total Budget | | 19% |

Description: This task covers short term activities including: Surface Transportation Block Grant (STBG) project programming, participating on local, regional and statewide project committees, development and maintenance of the MTIP, 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 FY2016-17 and is being maintained to include updates and 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.

The Oregon Transportation Commission is scheduled to adopt the 2021-24 Statewide Transportation Improvement Program (STIP) in June 2020. Staff will begin development of the 2021-24 MTIP in the first quarter of the fiscal year, with adoption occurring in the 3rd quarter.

ODOT regularly holds meetings focused specifically on development and maintenance of the STIP and MTIP. These meetings provide a forum to discuss issues of common interest to each MPO in Oregon and to improve the MTIP and STIP processes. BMPO staff will continue to participate in these meetings. In FY2017-18, this work group initiated discussions about other possible software packages for MTIP management and visualization. That discussion continued through FY2018-19. The group is considering issuing an RFP to solicit proposals from vendors to implement an off the shelf system. Due to staffing and work load constraints, staff is not actively engaged in these discussions, but are monitoring the committee's work. Staff will engage, as needed, as the work of this group progresses.

Previous Work Completed:

- Maintained the 2018-21 MTIP
- Participated in quarterly STIP/MTIP meetings
- Tracked work of group seeking new MTIP management and visualization tools

Deliverables:

- Maintenance and amendments to the 2018-21 MTIP
- Develop and adopt the 2021-24 MTIP
- Participation in quarterly MTIP/STIP meetings

- Tracking progress of workgroup evaluating new software platforms for MTIP management and visualization

Timeframe: Maintenance of 2018-21 MTIP: July 2019-spring 2020
2021-2024 MTIP development and adoption: October 2019 – April 2020
STIP/MTIP meetings: Monthly July 2019 – June 2020
MTIP management and visualization tools assessment: schedule to be determined

Lead Agency: Bend MPO

Other Agencies Involved: FHWA, FTA, ODOT, Oregon MPOs, Cascades East Transit, City of Bend, Bend Park and Recreation District (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 under the [MTIP and Annual Project Report](#) webpage.

Previous Work Completed:

- FY2018 report

Deliverables:

- Annual Listing of Federally Obligated Projects for 2019

Timeframe: Report developed and published in 2nd quarter of each year

Lead Agency: Bend MPO

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

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

The BMPO receives STBG funds on an annual basis. Staff has worked extensively with the TAC and Policy Board to develop goals to direct use of the STBG funding. Staff will continue to work with the TAC and Policy Board to update and refine the goals and develop a multi-year allocation of funding.

Previous Work Completed:

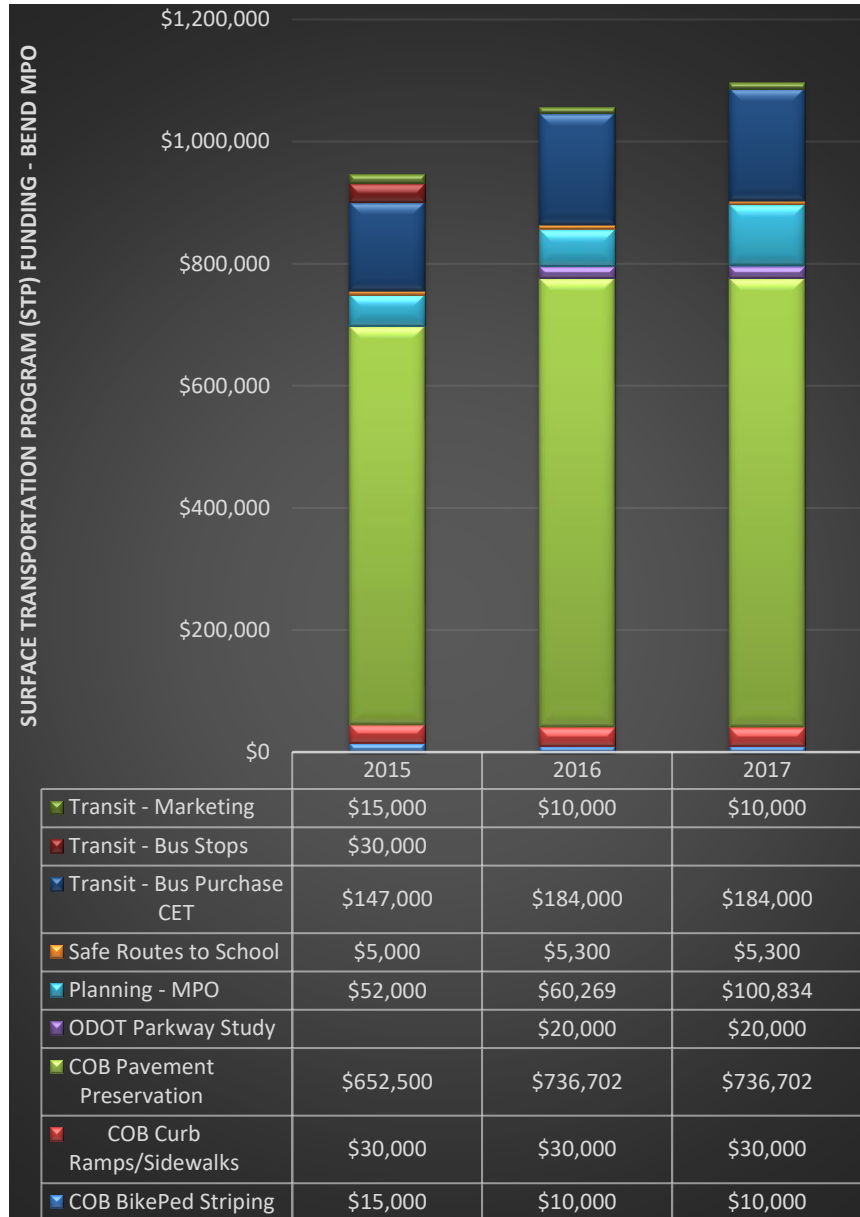
- Funding distributions for 2018
- Funding agreements with recipients

Deliverables:

- Updated goals and programmed projects
- Funding agreements, if necessary, for sub recipients
- Provide assistance as needed to process the intergovernmental agreement for street preservation funds between the City of Bend and ODOT

Timeframe:

- Goals revision and project identification processes in the 2nd and 3rd quarters



Lead Agency: Bend MPO

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

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

- 1) City of Bend-ODOT monthly staff meetings (City of Bend & ODOT)
- 2) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 3) Participating in meetings of the Central Oregon Area Commission on Transportation (ODOT).

- 4) Participating in meetings of the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 5) City of Bend Transportation Team meetings (City of Bend)
- 6) Member of the Oregon APA Legislative Policy Advisory Committee – Policy Subgroup (Oregon APA)
- 7) Participating in meetings of the Regional Public Transportation Advisory Committee (CET)
- 8) Participating in the Commute Options for Central Oregon work group (Commute Options)

Previous Work Completed:

- Active engagement, as necessary and as time allows, 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 2019 - June 2020

Lead Agency: Various

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

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

- 1) US97 Bend North Corridor Funding (ODOT)
- 2) US 20 (3rd Street) Preservation-Operations-Safety Project (ODOT)
- 3) Oregon Transportation Planning Rule – Rule Making Advisory Committee (DLCD)
- 4) City of Bend Urban Renewal Planning (City of Bend)
- 5) City of Bend UGB implementation work – area planning (City of Bend)
- 6) Bike share and scooter share projects (City of Bend)
- 7) City of Bend CIP projects (City of Bend)
- 8) US20/Tumalo analysis (ODOT & Deschutes County)
- 9) City of Bend Climate Change Planning (City of Bend)

As has occurred in prior years, it is anticipated that additional projects will arise in the 2019-20 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

Timeframe: Ongoing: July 2019 – June 2020

Lead Agency: Various

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

Task 2 Estimated Timeline

| | FY2019-20 | | | |
|-------------------------------|-----------|---------|---------|---------|
| Subtask Letter/Title | 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 6 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

| Task Three | | |
|-------------------------|-----------|----------------|
| FHWA PL Funding | \$ | 66,105 |
| FTA 5303 Funding | | 22,509 |
| STBG Funding | | 150,000 |
| In-Kind Local Match | | 18,247 |
| Total Task 3 | \$ | 256,861 |
| Percent of Total Budget | | 34% |

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, developing the Bend Area Transportation Safety Action 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 in September 2019.

Subtask A. Metropolitan Transportation Plan (MTP): In FY2019-20, the MPO will complete an update of the MTP by September 2019. The MPO planning process is facilitating a 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

The plan update will align closely with the City of Bend TSP update to gain efficiencies in analysis and community engagement. The update will be coordinated with the US97 Bend Parkway Study (ODOT Region 4), the Deschutes County ITS Plan update (ODOT Region 4), the Bend Area Transportation Safety Action Plan (City of Bend, Bend MPO and ODOT Region 4), the Deschutes County Transportation Safety Action Plan (Deschutes County and ODOT Region 4), and the Cascades East Transit Regional Master Plan (CET). It is anticipated that some of these supporting plans will not be completed by September. Assuming that happens, staff will work with the TAC and Policy Board to amend the MTP to incorporate the relevant findings, projects and programs.

Previous Work Completed:

- Initiated MTP update in January 2018 with work continuing through FY2018-19

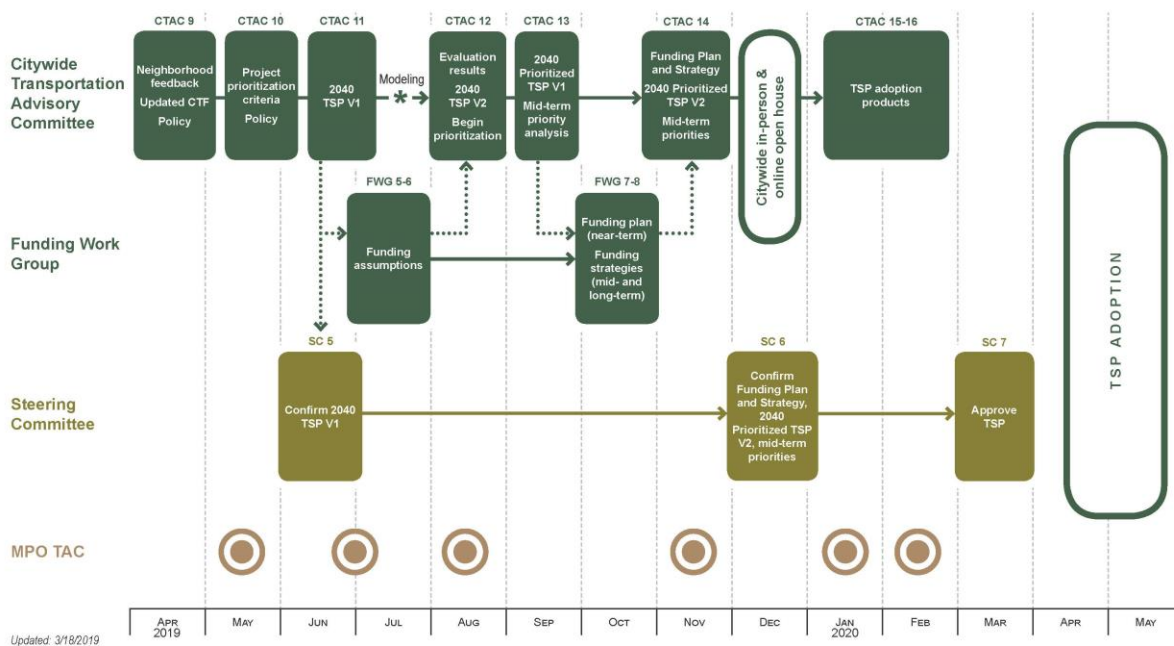


Figure 7 MTP Schedule (Phases 3-4)

Deliverables:

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

Timeframe:

- January 2018 – September 2019 (with updates likely occurring in the second half of the fiscal year)

Lead Agency: Bend MPO and City of Bend with consultant assistance

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

Subtask B. Intelligent Transportation Systems (ITS) Plan: The Deschutes County ITS Plan was last updated in 2011. A major update to the plan was initiated in spring 2019. Work on the update will extend through 2019. The results of the plan will be incorporated in the MTP. The update will be focused the deployment plan with updated projects and costs. A workshop on Smart Cities concepts will be held with agency partners and local elected officials. The plan update will also include policy language and guidance on Smart Cities concepts.

Previous Work Completed:

- Initiated plan update in spring 2019

Deliverables:

- ITS Plan update

Timeframe: March 2019 – December 2019

Lead Agency: ODOT Region 4. The Bend MPO is providing the vast majority of funding for the plan update and will be heavily involved on the project management team.

Other Agencies Involved: ODOT ITS Unit, Federal Highway Administration, 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 3rd 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 is addressing system management and operational strategies, capital improvement strategies, and bicycle and pedestrian improvements. Completion of the plan is expected in late 2019.

Previous Work Completed:

- Phase 1 completed fall 2017
- Policy Board and MPO Technical Advisory Committee (TAC) oversight of Phase 1
- Work on Phase 2 was initiated in May 2018 and extended through FY2018-19
- Policy Board and MPO Technical Advisory Committee (TAC) oversight of Phase 2

Deliverables:

- US 97 (Bend Parkway) Facility Plan

Timeframe:

- Phase 2 May 2018 – December 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. Bend Area Transportation Safety Action Plan: ODOT, the City of Bend, and the Bend MPO are jointly funding development of a Transportation Safety Action Plan (TSAP) for the Bend area. Work on the TSAP began in October 2018 and will conclude in summer 2019. The TSAP will provide the City of Bend, ODOT and MPO an opportunity to collect and analyze data; to understand multi-modal safety conditions throughout the MPO area; develop recommended countermeasures to reduce fatal and serious injury crashes; and establish performance measures to help monitor implementation. The TSAP will be the result of a data-driven planning process and will establish a direction for policy development in the City of Bend Transportation System Plan (TSP) and the BMPO Metropolitan Transportation Plan (MTP). The Plan will be consistent with the State of Oregon Transportation Safety Action Plan (OTSAP) that also serves as the Strategic Highway Safety Plan (SHSP), a document required by federal law. Deschutes County is also developing a TSAP. There is overlap between these projects, and MPO staff are participating in the County process. The applicable outcomes of the County

TSAP will be included in the MTP.

Previous Work Completed:

- Work initiated in October 2018
- Presentations and updates to the TAC, a meeting with members of the Citywide Transportation Advisory Committee (CTAC) and members of the public, and meetings with the CTAC safety policy subgroup

Deliverables:

- Bend Area Transportation Safety Action Plan

Timeframe:

- October 2018 – summer 2019

Lead Agency: Bend MPO and City of Bend

Other Agencies Involved: FHWA, Deschutes County, and various emergency services providers

Subtask E. Public Transportation Planning: Cascade East Transit obtained a state grant (TGM) and funding from the MPO (STBG) to update the Regional Public Transportation Plan. The projects and programs identified in the update will be included in the MTP. The updated plan will also provide the foundation for the use of Oregon Statewide Transportation Improvement Fund (STIF) revenues in the MPO area and throughout the CET service area. Bend MPO staff will be involved in the update of this plan, including serving on the Regional Steering Committee and the Bend Technical Advisory Committee.

Previous Work Completed:

- Work on the plan update initiated in December 2018
- 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: December 2018 – winter 2019-2020

Lead Agency: Cascade East Transit (CET)

Other Agencies Involved: BMPO, City of Bend, ODOT, COCC, OSU Cascades, Deschutes County, the Warm Springs Tribe, and other cities and counties throughout Central Oregon

Task 3 Estimated Timeline

| Subtask Letter/Title | FY2019-20 | | | |
|----------------------------|-----------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| A. MTP update | | | | |
| B. ITS Plan update | | | | |
| C. US97 Parkway Plan | | | | |
| D. Safety Action Plan | | | | |
| E. Public Transit Planning | | | | |

US 97 Transportation Conditions

1 Congestion – Key Intersections under Future Conditions

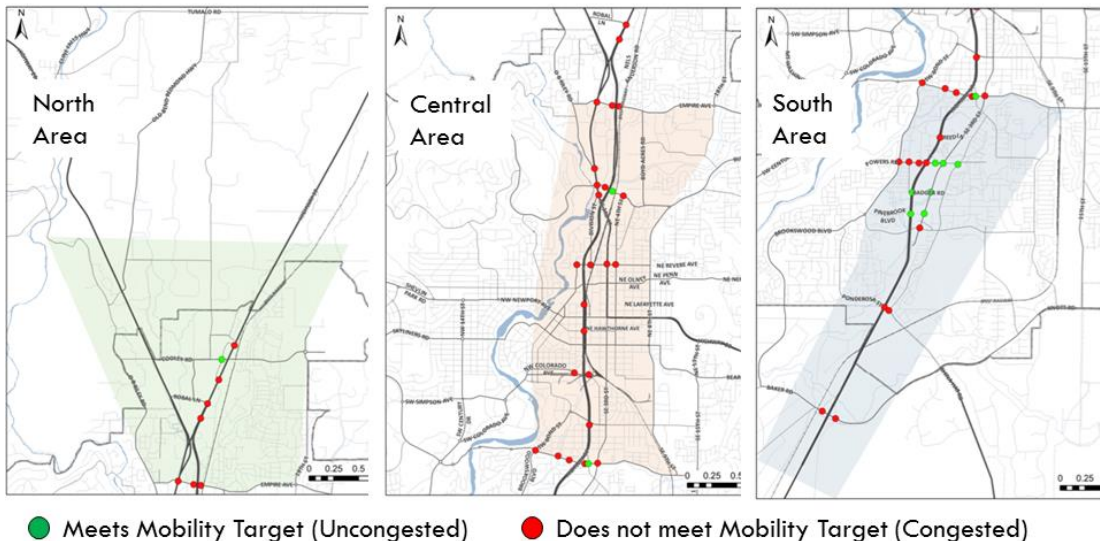


Figure 8 US97 Parkway Plan

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.oregon.gov/odot/projects/pages/project-details.aspx?project=R4BendParkwayPlan>

and: <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

| Task Four | | |
|------------------------------------|-----------|---------------|
| STBG Funding | \$ | 50,000 |
| FTA 5303 | | 10,000 |
| ODOT Research Funding ¹ | | 25,000 |
| In-Kind Local Match | | 2,335 |
| Total Task 4 | \$ | 87,335 |
| Percent of Total Budget | | 11% |

¹ODOT Research Funding discussed under Subtask D

Description: This task is focused on data collection and analysis and development and maintenance of the travel demand model. Staff will also establish a data and file management structure for all model-related files. Many non-MPO led projects (e.g. corridor studies, capital projects, land use planning studies and land use developments) are 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 FY2019-2020, MPO staff will collect and organize multi-modal volume data and crash data (from ODOT) and continue to provide data support and assistance to agency partners. Additionally, the MPO manager is serving on the Executive Committee of the Oregon Modeling Steering Committee 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 model was 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 model for the MTP update, the CET Regional Transit Plan update, and development of the Parkway Study. 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
- Extensive use of the model in FY2018-19 for the MTP update and Parkway Study

Deliverables:

- Model runs and output data for the MTP update, CET plan update and development of the Parkway Study
- Data and file management structure

Timeframe: Model runs: July 2019 – spring 2020

Data and file management structure: 3rd and 4th quarters FY2019-20

Lead Agencies: Bend MPO and ODOT

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

Subtask B. Transportation Model – Local Project Support: Many non-agency led projects (e.g. corridor studies, modernization projects, land use planning studies, and land development projects) are under way in the BMPO study area and the larger travel model boundary. 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 hired a consultant to provide on-call travel model support services to help with these types of requests. Staff will work with ODOT TPAU, local agency staff and consultant staff to provide these services.

Previous Work Completed:

- Completed model data requests for a wide range of projects

Deliverables:

- Model output data for specific projects and planning efforts

Timeframe: Ongoing: July 2019 – June 2020

Lead Agency: Bend MPO and ODOT TPAU

Other Agencies Involved: ODOT Region 4, City of Bend, City of Redmond, and 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, including the Modeling Program Coordination Subcommittee, Technical Tools Subcommittee and the Travel Survey Subcommittee. In FY2019-20, the Travel Survey Subcommittee will work to develop a coordinated plan for conducting new household travel surveys in 2020-2023. The group will work with a contractor to develop survey methods and deployment strategies.

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, Technical Tools and Travel Survey) meetings

Timeframe: Ongoing: July 2019 – June 2020

Lead Agency: ODOT

Other Agencies Involved: Bend MPO and FHWA

Subtask D. Data Collection and Analysis

This subtask supports the efforts to move toward a *performance-based planning and programming* process. The MPO will continue to 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.

The MPO and City of Bend have partnered to create an on-going collection, management and analysis of vehicle and multi-modal volumes and crash data. The MPO purchased the Tableau software program several years ago and begin populating the software with crash and volume data. MPO staff will continue populating Tableau with available data and generate maps and reports. The City secured grant funding to purchase and install 5 permanent multi-modal counters. City and MPO staff maintain the counters and regularly download the data. The City and MPO are also working with ODOT on a research project (funding shown in Task 4 budget table) to collect bicyclist volume data to develop and test a methodology for estimating bicycle VMT (the Non-motorized Travel Activity Estimations and Crash Analysis project). The research requires deployment of 12 moveable counters. Staff hired a contractor to move the counters. Work on the research project will continue through 2019. Additionally, MPO staff participate on the Oregon Traffic Record Coordination Committee.

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

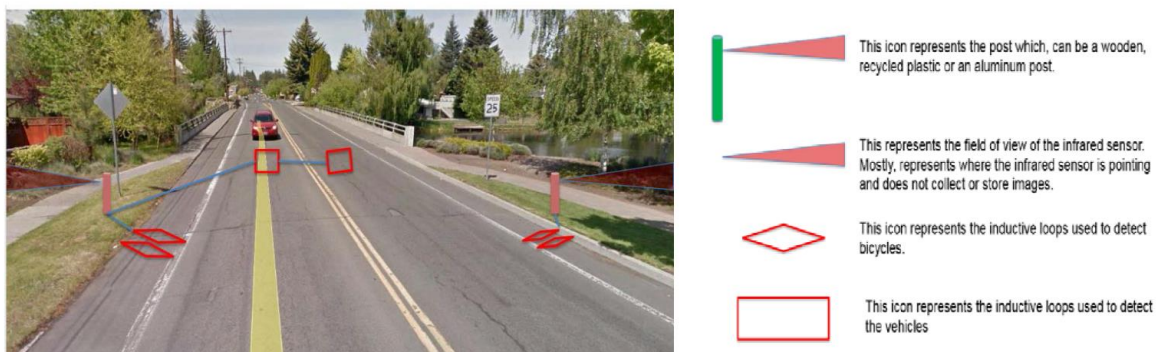


Figure 9 Multimodal Data Collection Program

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 Measure data
- 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 2019 – June 2020

Lead Agency: Bend MPO

Other Agencies Involved: ODOT and City of Bend

Task 4 Estimated Timeline

| Subtask Letter/Title | FY2019-20 | | | |
|-----------------------------|-----------|---------|---------|---------|
| | 1st Qtr | 2nd Qtr | 3rd Qtr | 4th Qtr |
| A. Travel Model | | | | |
| B. Model - Local projects | | | | |
| C. OMSC | | | | |
| D. Data Collection/Analysis | | | | |

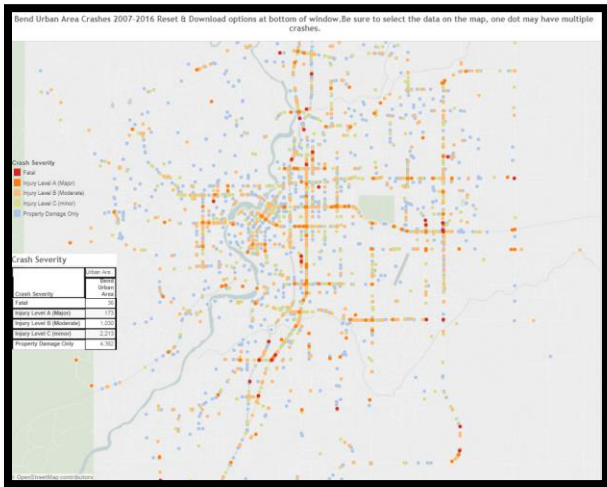


Figure 10 Bend MPO Data Portal

The Bend MPO uses Tableau software to visualize and analyze crash and other data. In FY2019-20, the Bend MPO will continue to make this data available to web users. This tool houses the base data for the Bend MPO safety plan and performance measures. This data can be accessed at bendmpo.org or <http://public.tableau.com/profile/bendmpo#!/>

Summaries of the FY2019-2020 budget are shown on the following table and graphs.

Figure 11 Budget Summary

| Fiscal Year 2019-20 Budget Summary | | | |
|---|-------------------|---|-----------------------|
| | Resources | | Appropriations |
| Beg. Working Capital | \$ 70,000 | | |
| | | By Budget Category: | |
| FHWA PL ¹ | | MPO Program | \$ 590,567 |
| Federal Share | 164,105 | Interest Expense | 1,050 |
| State Match | 18,783 | Loan Repayment | 70,000 |
| Local Match ² | - | Contingency | 100,000 |
| | | Total Budgeted Appropriations | \$ 761,617 |
| FTA Section 5303 | 47,509 | | |
| Local Match ² | 5,410 | | |
| ODOT Research Division | 25,000 | | |
| | | By Task: | |
| STBG - BMPO Planning | 300,000 | Task 1: Dev. & Program Management | \$ 275,919 |
| Local Match ² | 30,810 | Task 2: Short Range Planning | 141,502 |
| | | Task 3: Long Range Planning | 256,861 |
| Total Grant Funding | \$ 536,614 | Task 4: Regional Travel Demand Modeling | 87,335 |
| Total Match Funding | 55,003 | | \$ 761,617 |
| City of Bend Loan | 100,000 | | |
| Total Budgeted Resources | \$ 761,617 | Total Budgeted Requirements | \$ 761,617 |

¹ The FHWA PL funds and require a 10.27% local match. ODOT has traditionally met this match requirement with State funds.

² Local match for the FTA and STBG funds can be provided as hard match or through "in-kind" services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff and project collaboration with the TSP update. See line 7 of Resources for the match estimate from City of Bend in the Line Item Budget in Table 1.

Figure 12 Expenditures by Task

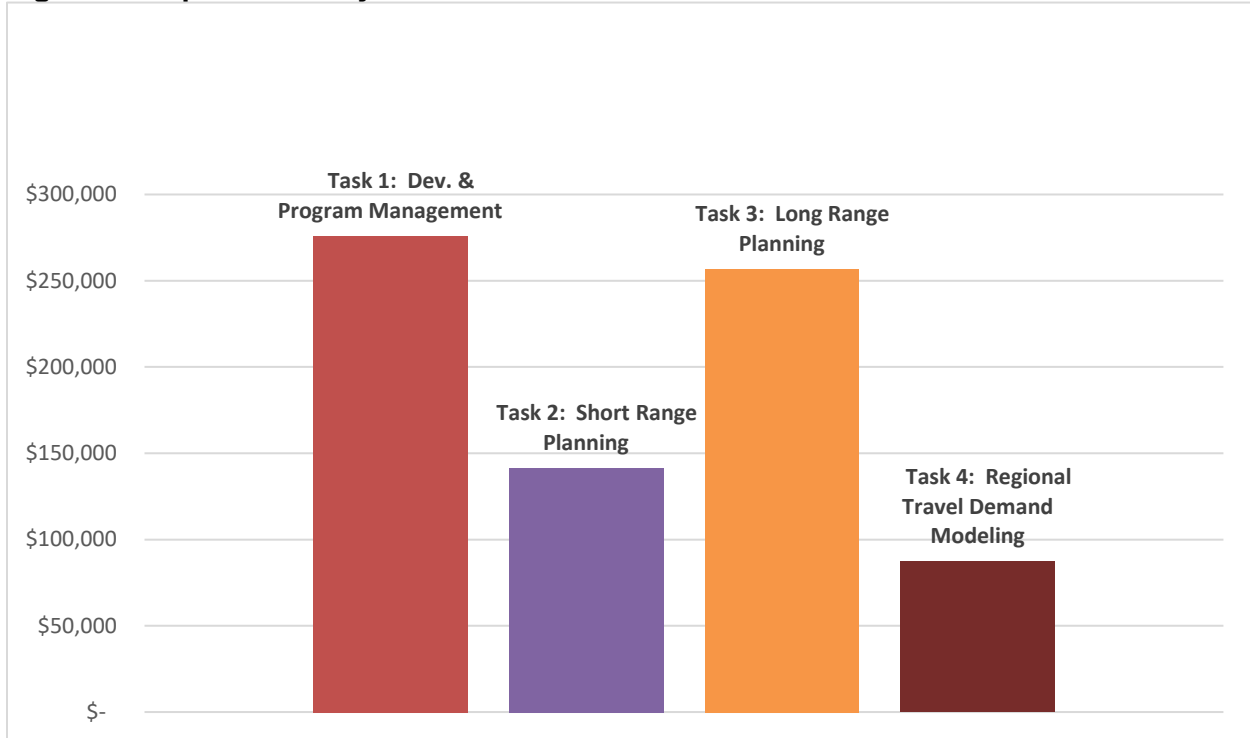
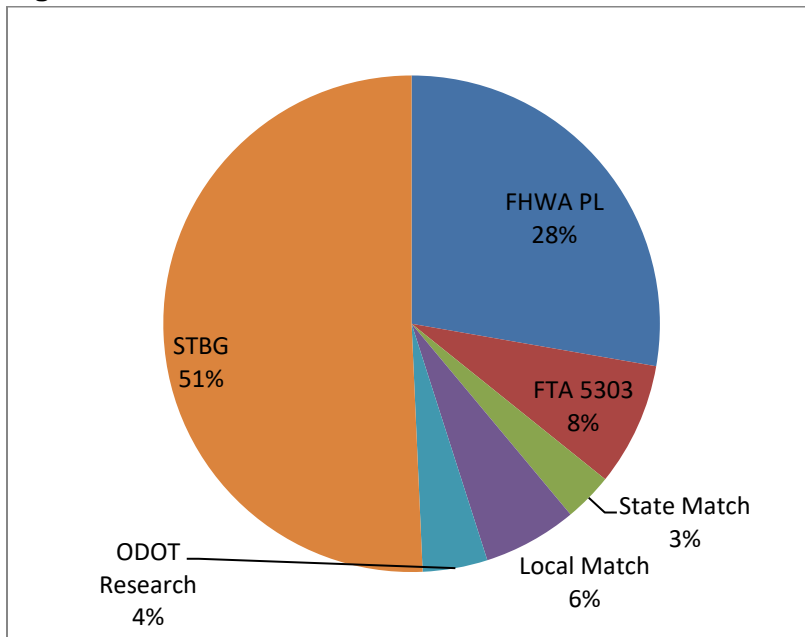


Figure 13 Grant Revenue Chart



Budget Changes from the Previous Year

The Bend MPO Policy Board approved STBG funding to add a 0.6 Limited Duration (LD) Senior Planner (3 days/week). This budget continues this funding for FY 2019-20.

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 2019-20 is shown on the following table ("Table 1") and, for some budget lines, described below.

Beginning Working Capital (Figure 5, line 1)

Beginning Working Capital at July 1, 2019 is available due to a temporary \$70,000 loan from the City of Bend expected on June 30, 2019.

Federal Pass-through Grant - ODOT (Figure 5, 2)

The funding sources referenced as FHWA PL, FTA Section 53030 and STBG – MPO planning are included in the federal pass through line item detail.

City of Bend In-kind Match (Figure 5, 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. Hard match for project costs from combining contracts to complete the MTP and Bend Transportation System Plan (TSP) are also listed in this line.

Personnel Services (Figure 5, line 36)

Personnel services include the salaries and other associated costs for the dedicated MPO staff members. The 2019-20 budget assumes 2.1 full time equivalents (FTE). 1.0 for the MPO Manager, 0.5 for the Program Coordinator and 0.6 for the LD Senior Planner.

Current monthly salary ranges for these positions are listed below (the salaries listed below reflect those for full time employees). New salary ranges will be established on July 1, 2019.

MPO Manager: \$6,682 to \$8,679

Program Coordinator: \$4,560 to \$5,819

Senior Planner: \$5,811 to \$7,546

Professional Services – Other (Figure 5, line 37)

The 2019-20 budget includes charges for administrative support from several City of Bend departments. Description of services provided are included below.

Information Technology: Provides general information technology support required by Bend MPO

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

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

Finance: Financial support, including billing and collection of grant reimbursement requests, accounts payable, payroll, and coordination of the annual audit and budgeting process

Purchasing: Provides contracting and procurement services

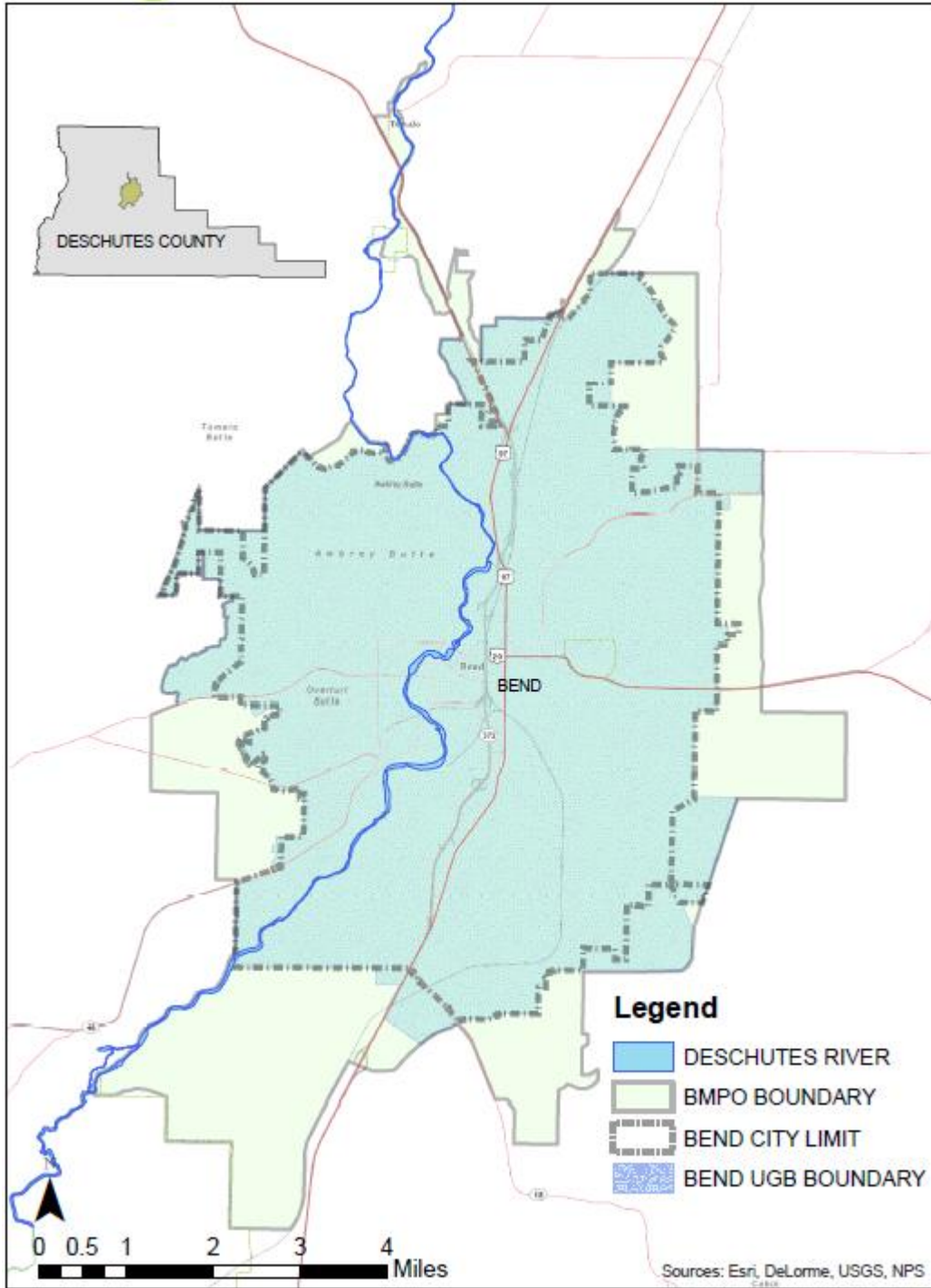
Table 1 MPO Line Item Budget for Fiscal Year 2019-2020

| Line No. | Account Description | FY 15-16 Actuals | FY 16-17 Actuals | FY 17-18 Actuals | FY 18-19 Adopted | FY 18-19 Projected | FY 19-20 Proposed | FY 19-20 Approved | FY 19-20 Adopted |
|----------|--|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|-------------------|-------------------|
| 1 | Beginning Working Capital ¹ | \$ 35,000 | \$ 22,000 | \$ 30,000 | \$ 160,000 | \$ 131,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 |
| 2 | Federal Pass-through Grant - ODOT | 235,542 | 257,739 | 319,719 | 493,789 | 394,146 | 511,614 | 511,614 | \$ 511,614 |
| 3 | State match for MPO's | 15,815 | 23,904 | 40,439 | 16,906 | 16,906 | 18,783 | 18,783 | \$ 18,783 |
| 4 | Intergovernmental Grant - Other | 9,790 | 6,723 | - | 25,000 | 25,000 | 25,000 | 25,000 | \$ 25,000 |
| 5 | Miscellaneous Revenue | 550 | 45 | 81 | 1,050 | - | - | - | \$ - |
| 6 | Loan from City of Bend General Fund ² | 22,000 | 30,000 | 131,000 | 70,000 | 70,000 | 100,000 | 100,000 | \$ 100,000 |
| 7 | City of Bend In-Kind Match | 7,200 | 16,597 | 24,387 | 27,798 | 27,798 | 36,220 | 36,220 | \$ 36,220 |
| 8 | Total Resources | \$ 325,897 | \$ 357,008 | \$ 545,626 | \$ 794,543 | \$ 664,850 | \$ 761,617 | \$ 761,617 | \$ 761,617 |
| 9 | Requirements: | | | | | | | | |
| 10 | Regular Salaries | \$ 128,099 | \$ 128,557 | \$ 127,008 | \$ 159,268 | \$ 143,600 | \$ 184,100 | \$ 184,100 | \$ 184,100 |
| 11 | Other Payouts | 3,319 | - | 1,111 | - | 2,900 | 2,300 | 2,300 | \$ 2,300 |
| 12 | Overtime | 681 | 1,054 | 827 | 500 | 1,500 | 1,900 | 1,900 | \$ 1,900 |
| 13 | FICA | 9,704 | 9,521 | 2,944 | 10,500 | - | - | - | \$ - |
| 14 | Social Security | - | - | 5,297 | 1,244 | 9,200 | 11,700 | 11,700 | \$ 11,700 |
| 15 | Medicare | - | - | 1,239 | 291 | 2,200 | 2,800 | 2,800 | \$ 2,800 |
| 16 | Unemployment | 132 | 131 | 129 | 220 | 200 | 200 | 200 | \$ 200 |
| 17 | Workers Compensation | - | - | 50 | 68 | 100 | 100 | 100 | \$ 100 |
| 18 | PERS & OPSRP | 19,548 | 19,182 | 23,282 | 28,938 | 28,700 | 46,500 | 46,500 | \$ 46,500 |
| 23 | PERS Debt Service | 3,635 | 3,568 | 2,543 | 3,901 | 3,000 | 3,800 | 3,800 | \$ 3,800 |
| 24 | Workers Compensation Insurance | 220 | 191 | 107 | 396 | 300 | 600 | 600 | \$ 600 |
| 25 | Disability Insurance | 359 | 350 | 344 | 674 | 400 | 500 | 500 | \$ 500 |
| 26 | Life Insurance | 193 | 153 | 163 | 278 | 200 | 200 | 200 | \$ 200 |
| 27 | High Deductible - Premium | 17,971 | 18,490 | 19,023 | 29,668 | 23,500 | 33,100 | 33,100 | \$ 33,100 |
| 28 | High Deductible - Deductible | 5,951 | 5,897 | 5,764 | 10,000 | 6,400 | 8,500 | 8,500 | \$ 8,500 |
| 29 | High Deductible - Coinsurance | 1,983 | 1,284 | 3,460 | 2,400 | 2,300 | 2,300 | 2,300 | \$ 2,300 |
| 30 | Dental Insurance - Premium | 2,022 | 1,985 | 2,038 | 3,034 | 2,400 | 3,100 | 3,100 | \$ 3,100 |
| 31 | Telemed Service | - | 73 | 80 | 127 | 100 | 200 | 200 | \$ 200 |
| 32 | OPEB Funding | 3,027 | 2,979 | 2,483 | 4,546 | 2,500 | 5,600 | 5,600 | \$ 5,600 |
| 33 | Section 125 Benefits | 179 | 187 | 185 | 327 | 400 | 300 | 300 | \$ 300 |
| 34 | Alternate Modes | 60 | 60 | 177 | 100 | 400 | 400 | 400 | \$ 400 |
| 35 | Employee Parking | - | - | - | - | - | - | - | \$ - |
| 36 | Total Personnel Services | \$ 197,083 | \$ 212,844 | \$ 221,536 | \$ 260,381 | \$ 259,000 | \$ 354,700 | \$ 354,700 | \$ 354,700 |
| 37 | Professional Services - Legal | 286 | 1,716 | 1,014 | 3,500 | 1,000 | 3,000 | 3,000 | 3,000 |
| 38 | Professional Services - Consulting | 15,178 | 59,945 | 122,268 | 232,882 | 202,532 | 142,297 | 142,297 | 142,297 |
| 39 | Professional Services - Financial Audit | 10,150 | 10,124 | 4,800 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 |
| 40 | Software Maintenance | - | 400 | 400 | 1,083 | 800 | 800 | 800 | 800 |
| 41 | Professional Services - Other | 34,193 | 32,000 | 27,500 | 27,100 | 27,100 | 38,600 | 38,600 | 38,600 |
| 42 | Postage | 2 | - | 32 | 50 | 50 | 50 | 50 | 50 |
| 43 | Advertising | 282 | 260 | 156 | 300 | 300 | 300 | 300 | 300 |
| 44 | Equipment <\$5000 | - | - | - | 300 | 300 | 300 | 300 | 300 |
| 45 | Office Supplies & Copiers | 86 | 220 | - | 200 | 200 | 700 | 700 | 700 |
| 46 | Employee Costs | 340 | 1,377 | 734 | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 |
| 47 | Employee Costs - Optional Training | 582 | 1,036 | 548 | 1,600 | 1,000 | 1,800 | 1,800 | 1,800 |
| 48 | Employee Costs - Licenses & Dues | 2,159 | 1,678 | 1,003 | 1,800 | 1,500 | 1,200 | 1,200 | 1,200 |
| 49 | Community Education & Outreach | 813 | 199 | 1,033 | 1,100 | 2,000 | 2,000 | 2,000 | 2,000 |
| 50 | Insurance Premium | - | 2,029 | 2,088 | 2,420 | 2,100 | 2,400 | 2,400 | 2,400 |
| 51 | In-Kind Match | 7,200 | - | - | 27,789 | 27,798 | 36,220 | 36,220 | 36,220 |
| 52 | Total Materials and Services | \$ 71,272 | \$ 110,984 | \$ 161,576 | \$ 306,324 | \$ 272,880 | \$ 235,867 | \$ 235,867 | \$ 235,867 |
| 53 | Loan Repayment | 35,000 | 22,000 | 30,000 | 160,000 | 131,000 | 70,000 | 70,000 | 70,000 |
| 54 | Interest | 543 | 361 | 409 | 500 | 1,970 | 1,050 | 1,050 | 1,050 |
| 55 | Contingency | - | - | - | - | - | 100,000 | 100,000 | 100,000 |
| 56 | Total Requirements | \$ 303,897 | \$ 346,189 | \$ 413,521 | \$ 727,205 | \$ 664,850 | \$ 761,617 | \$ 761,617 | \$ 761,617 |
| 57 | | | | | | | | | |
| 58 | Ending Working Capital | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

¹Line 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 2019-20 Beginning Working Capital is the amount of the City of Bend loan anticipated on June 30, 2019.

²Line 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 2019-20 loan from the General Fund noted in line 6 is related to the loan anticipated on June 30, 2020.

Figure 14: BMPO Study Area Map



APPENDIX A: Summary of Deliverables from the 2018-19 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
- Monthly invoices and work summary reports to ODOT for reimbursement & monthly budget review reports to Policy Board
- Biannual reports & identified priorities
- 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

- 2018-2021 MTIP adjustments and amendments
- Attendance and participation in STIP/MTIP committee meetings, including tracking the work of the subcommittee considering a new TIP management and viewing platform for Oregon's MPOs
- Annual Listing of Obligated Projects (to be completed in 2nd quarter)
- Coordination on STBG funding issues & programmed STBG projects
- Participated in discussions about significant land use proposals
- Attendance, participation, and technical support of appropriate local, regional, and state planning processes and meetings (Subtasks D & E)
 - COACT participation
 - Commute Options work group participation
 - Participation in City of Bend-ODOT monthly staff meetings
 - CET Regional Public Transportation Advisory Committee – tracking
 - Member of the Oregon APA Legislative Policy Advisory Committee – Policy Subgroup
 - Participating in meetings with City staff about bike share & scooter planning
 - Assisting with transportation components of the City of Bend's climate change planning process
 - Tracking and providing comment on several City of Bend capital projects and

- land use planning projects
- Participating on the PMT for Phase 2 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

- Continued work on an update of the Metropolitan Transportation Plan (MTP) in coordination with the update of the City of Bend transportation system plan (TSP). The MPO and City are using a single consultant team to assist with development of both plans. Work included monitoring the schedule and budget; developing presentations and communicating the process with the MPO Policy Board and the City Council; developing materials for and coordinating the Citywide Transportation Advisory Committee and the Steering Committee (City Council, Policy Board and a City Planning Commissioner), and an expanded MPO TAC; development of the draft financial analysis; development of draft scenarios; development of scenario performance measures; analysis of the draft scenarios and development of a draft hybrid scenario; and holding a series of neighborhood meetings to address more localized issues. Work on the MTP will conclude in September 2019, while work on the TSP will conclude in early 2020.
- Worked with ODOT as they initiated work on Phase 2 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 2 work items. MPO staff is serving on the PMT. Work on Phase 2 will conclude in late 2019.
- Cascades East Transit (CET) secured TGM funding to develop a new Regional Public Transportation Plan. The Policy Board also directed STBG funding to the project. Work on the plan began in December 2018 and is expected to conclude in early 2020.
- 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 check in calls with the consultant and CET staff. Work on the tool is expected to be completed in the 4th quarter, with the consultant remaining under contract through 2019 to provide assistance as CET develops its new long-range plan.
- Initiated development of a Transportation Safety Action Plan for the Bend area. Work included developing the scope of work and budget, developing an IGA between ODOT, the City of Bend and the MPO to cost-share the plan update, and organizing an expanded TAC for the project. Work on the plan began in October 2018 and will conclude in summer 2019.
- Initiated an update of Deschutes County ITS Plan update. Work included developing the scope of work and budget, processing MTIP and STIP amendments to include the MPO funding for the update, and organizing an expanded TAC for the project. Work on the update is expected to begin in the 3rd quarter and extend through 2019.

Task 4.0 Travel Demand Modeling & Data Collection/Analysis

- Updates to the travel demand model including land use changes to align with the updated population forecasts for Bend and Redmond and to correct minor errors in the model network.

- 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
- 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 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 2019-20 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: fiscal year 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 and lead bicycling and walking education programs in schools throughout Central Oregon
- 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 started in May 2018 and conclude in December 2019

Project Budget: Phase 1 = \$180,000. Phase 2 = \$520,000 (\$320,000 for the Facility Plan and \$200,000 for a type/size/location analysis at the US97/Powers Road intersection)

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=R4BendParkwayPlan>

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.

3) US 97 Freight Plan

Project Lead: ODOT Region 4

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

Project Budget: Phase 2: \$128,589

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97Freight>

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

Website: <http://kaiproject.com/websites/42>

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 in 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: December 2018 through early 2020

Project Budget: \$210,000 (TGM) and \$150,000 (MPO STBG)

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. It will complete the necessary planning requirements to access the new funding available through HB2017 (the Statewide Transportation Improvement Fund).

8) ODOT ARTS Projects

Project Lead: ODOT Region 4

Project Timeline: 2018-2021 STIP

Project Budget: \$3.47 million (two separate groups of projects)

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: FY2017-20

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: \$5.8 million Phase 2: \$8.1 million (additional funding is being sought to fully fund the project)

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20391>

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
- Construct 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: FY2018-19

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

Website: <https://www.bendparksandrec.org/project/haul-road-trail/>

Extend paved path, reconstruct exiting pavement and construct safety improvements

16) US 20 at Cooley Road

Project Lead: ODOT Region 4

Project Timeline: FY2018-20

Project Budget: \$1.75 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=R4US97Cooley>

Design and acquire right-of-way in preparation for construction of a roundabout

17) US 20 at Tumalo

Project Lead: ODOT Region 4

Project Timeline: FY2019-20

Project Budget: \$1.1 million

Develop solutions, perform traffic analysis and complete design through the Design Acceptance Phase that addresses both short-term and long-term safety and congestion problems

18) US 97 Bend North Corridor project

Project Lead: ODOT Region 4

Project Timeline: FY2018-25

Project Budget: \$50 million

Website: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=14020>

Corridor planning, development and implementation of phase 1.

19) 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

20) City of Bend Safety Program

Project Lead: City of Bend

Project Timeline: FY2018-2020

Project Budget: \$2.6 million

The main purpose of this project is to design and construct a series of safety countermeasure projects that were determined by the City of Bend safety assessment.

21) Galveston Corridor Improvements

Project Lead: City of Bend

Project Timeline: FY2018-2019

Project Budget: \$265,000

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

22) City of Bend Bicycle Greenways

Project Lead: City of Bend

Project Timeline: FY2018-21

Project Budget: \$900,000

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

23) Empire Avenue improvements

Project Lead: City of Bend
Project Timeline: FY2017-22
Project Budget: \$23.4 million

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

24) Murphy Road Improvements

Project Lead: City of Bend
Project Timeline: FY2017-22
Project Budget: \$26.3 million

Design and construct improvements to the Murphy Road corridor including three roundabouts and the extension of Murphy Road from Brosterhous Road to 15th Street

25) Neff Road and Purcell Boulevard intersection

Project Lead: City of Bend
Project Timeline: FY2018-20
Project Budget: \$800,000

Design improvements to the Neff Road and Purcell Boulevard intersection

26) Bend Central Area Planning

Project Lead: City of Bend
Project Timeline: Central Area Plan completed in 2004, and Central District Multimodal Mixed Use Area Plan completed in September 2014. Work on the current phase is scheduled to begin in February 2019 and conclude in May 2020.
Project Budget: unknown
Website: <https://www.bendoregon.gov/government/departments/economic-development/urban-renewal/bend-central-area>

The Bend urban renewal agency (BURA) initiated work on a new urban renewal area. An advisory committee will be selected to assist with the Feasibility Study. If it is deemed feasible, the urban renewal plan will identify infrastructure improvements for the project area.

27) City of Bend SE Area Plan

Project Lead: City of Bend
Project Timeline: September 2018 - December 2019
Project Budget: unknown
Website: <https://www.bendoregon.gov/government/departments/growth-management/land-use-planning/southeast-area-plan>

The Southeast Area was identified in the 2016 Urban Growth Boundary (UGB) Expansion as the “Elbow Expansion Area”. This area contains approximately 479 acres. Through this process, the City will work with property owners, area residents, and other stakeholders to determine:

- Land use planning designations and final zoning

- The location of necessary infrastructure (sewer, water, and transportation)
- The type and general location of parks, schools, open space, and other public amenities
- Funding strategies and implementation measures to ensure successful development of a complete community within the area

28) City of Bend Urban Renewal Plan Updates (Murphy Crossing & Juniper Ridge)

Project Lead: City of Bend

Project Timeline: 2019-2020

Project Budget: unknown

Website: <https://www.bendoregon.gov/government/departments/economic-development/urban-renewal>

The City has two existing urban renewal plans. Updates are needed for both plans including project list updates, funding analysis updates, and minor boundary updates.

29) Deschutes River Trail and other trail projects

Project Lead: Bend Park and Recreation District

Project Timeline: to be determined

Project Budget: 2018-2022 CIP includes \$4.5 million for trail project work

Website: <https://www.bendparksandrec.org/about/capital-improvement-projects/>

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, the CIP includes improvements to four other trails in the MPO area.

30) Deschutes County projects

Project Lead: Deschutes County (coordination with ODOT on one project)

Project Timeline: 2019-2023

Project Budget: 2019-2023 CIP includes \$2.6 million

Website: <https://www.deschutes.org/road/page/capital-improvement-plan-and-sdcs>

The current County CIP includes four projects on roadways within or immediately adjacent to the MPO. These include upgrades to Hunnell Road and roundabouts at US20/Hamby Rd, Baker Rd/Cinder Butte Rd, and Deschutes Market Rd/Hamehook Rd.

31) City of Bend Accessibility Improvements

Project Lead: City of Bend

Project Timeline: 2020-2024

Project Budget: draft 2020-2024 CIP includes \$3.4 million

Website: <https://www.bendoregon.gov/government/departments/city-attorney/accessibility-ada-information/accessibility-ada-construction-projects>

The accessibility construction program funds construction projects whose sole purpose is to improve and increase the accessibility of the cities' public rights-of-way (i.e. sidewalks and curb ramps). The accessibility construction fund can also improve accessibility by funding the installation of accessible pedestrian (APS) facilities at signalized intersections, install medians

with areas of pedestrian refuge, and remove and repair structural barriers found in the City's public rights of way.

32) Deschutes County Transportation Safety Action Plan

Project Lead: Deschutes County

Project Timeline: 2019

Project Budget: unknown

Deschutes County is developing a Transportation Safety Action Plan (TSAP) for the unincorporated areas of Deschutes County as well as the cities of Redmond, Sisters and La Pine. The plan will include the unincorporated areas of the MPO. The County TSAP is being coordinated with the City of Bend TSAP. The relevant findings, projects, programs and policies from both plans will be incorporated into the MTP update.

APPENDIX C: List of Transportation Planning Definitions and Acronyms

5303 Federal Transit Administration (FTA) Metropolitan Planning funds

Federal funding program used for MPO planning.

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.

5339 FTA Formula Capital Program

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

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.