

BEND METROPOLITAN PLANNING ORGANIZATION (BMPO)



Draft **UNIFIED PLANNING WORK PROGRAM** **2012 - 2013**

**Adopted by the BMPO Policy Board
May 31, 2012**

The preparation of this report has been financed in part by funds from the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, and the Oregon Department of Transportation. The BMPO and the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein.

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

Resolution Number 2012-02

For the Purpose of Adopting the Fiscal Year 2012-2013 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 2012-2013, in coordination with US DOT and ODT and in compliance with all applicable federal and state requirements; and

WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2012-2013.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP and budget for fiscal year 2012-2013.

Adopted by the Bend Metropolitan Planning Organization the 31st day of May, 2012.

Yes: 3 No: 0

Authenticated by the Chair this 31st day of May, 2012.


Mark Capell, Chair

Attest:


Tyler Deke, MPO Manager

Bend Metropolitan Planning Organization

Policy Board

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

Technical Advisory Committee

Rick Root, City of Bend
Nick Arnis, City of Bend
Scott Aycock, Central Oregon Intergovernmental Council (COIC), Cascades East Transit (CET),
and Central Oregon Area Commission on Transportation (COACT)
Peter Russell, Deschutes County & Deschutes Co. Bicycle & Pedestrian Advisory Committee
Jim Bryant, ODOT Region 4
Joe Viola, Central Oregon Community College (COCC)
Jeff Monson, Commute Options
Satvinder Sandhu, Federal Highway Administration*
Ned Conroy Federal, Transit Administration*
Karen Swirsky, Oregon Department of Land Conservation and Development*
Vacant, Oregon Department of Environmental Quality*
*indicates non-voting members

Citizens Advisory Committee

Bill Wagner, Chair
Sheree MacRitchie, Vice Chair
Michael Lovely
Michel Bayard
Robin Vora
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Kyle Kendall
Jerry Mitchell

BMPO Staff

Tyler Deke, Manager
Jovi Anderson, Program Technician

**Bend Metropolitan Planning Organization
Unified Planning Work Program
FY2012-2013**

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Bend Metropolitan Planning Organization Unified Planning Work Program 2012-2013

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 2012¹ and serves as a means to satisfy 23 CFR 450.308. It is intended to provide a framework for the coordination of transportation planning efforts by local, State, and regional agencies through the Bend Metropolitan Planning Organization Policy Board. The UPWP outlines four specific work tasks and is the federally mandated and federally funded program required to be fulfilled by the BMPO. In addition, Appendix C describes the Transportation Demand Management (TDM) program being undertaken in central Oregon and Appendix D describes significant planning projects being undertaken by other agencies and jurisdictions in the BMPO study area.

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

Through the recession, transportation has been identified as an important component of overall economic competitiveness. To help address these issues, the MPO in conjunction with its local partners, has undertaken work to develop a long-range public transit plan and to identify alternate mobility standards, performance measures, and local funding sources for US 97 throughout Central Oregon.

Purpose

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

Pursuant to SAFETEA-LU guidelines and the code of federal regulations, the 2012-2013 Unified Planning Work Program (UPWP) for the BMPO is the document identifying all transportation and related planning activities that will be undertaken within the metropolitan area during the project year from July 1, 2012 to June 30, 2013. The work program was developed to serve these specific objectives:

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

¹ The State of Oregon fiscal year runs from July 1 to June 30 and is the business year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2011 is numbered FY 2012. The federal fiscal year 2012 begins October 1, 2011 and runs through September 30, 2012.

4. Promote the wise use of public resources through sound decision-making and interagency coordination.

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

Organizational Structure

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

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

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

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

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

BMPO Technical Advisory Committee (TAC)

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

BMPO Citizens Advisory Committee (CAC)

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

BMPO Freight Advisory Committee (FAC)

The BMPO FAC consists of freight transportation stakeholders who advise the Policy Board on freight transportation issues and priorities, local mobility issues and concerns as it relates to the movement, transfer and delivery of freight related goods and services. The FAC does not have a regular meeting schedule and has been inactive for several years. The FAC is expected to meet in fiscal year 2012-2013 to assist in the MTP plan update.

BMPO Policy Board

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

BMPO Major Transportation Activities for Fiscal Year 2012

There are several priority issues that need to be addressed during FY2012-13. The top priority item is to update the Metropolitan Transportation Plan (MTP) to consider the following items:

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

ODOT Funding Support to the BMPO

Funding from FHWA, FTA, and ODOT supports the BMPO planning program. FHWA allocates Metropolitan Planning funds through ODOT to the BMPO by formula that consists of 89.73% federal funds and 10.27% local required match. ODOT has traditionally met the local match requirement (10.27%) with State planning funds. Additional BMPO support comes from FTA 5303 planning funds and BMPO member in-kind support. In FY2011-12 and FY2012-13, additional Metropolitan Planning Funds were provided to the Bend MPO to help fund part of the cost of the TRIP 97 project. It is anticipated that additional future support for BMPO planning projects could come from state grant programs (e.g. Transportation and Growth Management Program).

In 2006, ODOT's Transportation Planning and Analysis Unit (TPAU) completed development of the Bend area travel demand model. In 2009, BMPO and TPAU developed a cooperative agreement to share transportation modeling resources through a joint work program for FY2010-FY2013. BMPO staff will work with ODOT in FY2012-13 to develop the joint work program for model support.

Actual ODOT funding commitments are finalized through specific IGAs. The BMPO will apply for and otherwise obtain these funds. BMPO and their subcontractors will carry out the tasks described in this UPWP.

UPWP Public Notification Process

The Bend MPO will engage the public through visitor comments encouraged at public meetings with scheduled BMPO committees. Additional notifications of the development of the UPWP will be included on the BMPO website, through email notification to stakeholder groups such as media, neighborhood associations, and other interested parties, and collaboration with ODOT, FHWA, and FTA.

TASK 1: BMPO Development and Program Management

| | |
|------------------------------|-----------------------|
| Beginning Working Capital | \$90,000 ¹ |
| City Loan June 30, 2013 | 90,000 ² |
| FHWA PL Funding | 95,888 |
| FTA Funding | 42,950 |
| Other Sources (Grant Awards) | |
| In-kind Local Match | <u>1,035</u> |
| Total Task 1 | \$319,873 |
| Percent of Total Budget | 55.5% ³ |

¹ Beginning Working Capital from city loan received on June 30, 2012.

² Loan amount received on June 30, 2013 to cover reimbursed charges not received at the end of the fiscal year. Grant reimbursement revenues are typically received 1-2 months after expenditures are incurred.

³ It should be noted that the Task 1 budget also includes administrative costs (Beginning working capital, city loan, financial administration, general administration, building rent, and computer information systems support), and direct expenses (supplies, travel, printing, etc.). These items comprise a significant percentage (approximately 55.5%) of Task 1 total costs.

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

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

Budget:* \$292,071

Percent of Task Budget: 91.3%

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

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

Timeframe: Ongoing: July - June

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

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

Budget: \$6,014
Percent of Task Budget: 1.9%

Deliverables: Monthly reports, Quarterly reports, 2013-2014 UPWP document, and self-certification statement.

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

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

Budget: \$6,360
Percent of Task Budget: 2%

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

Timeframe: Ongoing: July - June

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

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

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

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

the BMPO, including:

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

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

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

The CAC advises the BMPO on several different aspects of transportation planning including public outreach techniques, BMPO project priorities, and BMPO planning documents such as the Metropolitan Transportation Plan. To maximize use of staff time, joint meetings of the CAC and TAC may be held on occasion.

Budget: \$7,185
Percent of Task Budget: 2.2%

Deliverables: Implemented Public Participation Plan, facts sheets, newsletters, BMPO project progress reports, community outreach, and BMPO web site development and maintenance.

Timeframe: Ongoing: July - June

Subtask E. Title VI/EJ Analysis

The BMPO adopted a Title VI/EJ Plan in FY 2010-11. The Plan relied upon data from the 2000 Census. When new information becomes available through the American Community Survey or the 2010 Census, the BMPO will update the Plan to incorporate the updated data. In addition, the BMPO will use the Plan when developing the MTIP and the long range plan update to analyze the benefits and burdens of transportation system investments for different socio-economic groups.

Budget: \$8,243
Percent of Task Budget: 2.6%

Deliverables: Assessment of new Title VI/EJ data sources
If necessary, updated GIS maps of minority & low-income populations
Updated Title VI/EJ Plan
Environmental Justice Analysis of the Metropolitan Transportation Improvement Program

and Metropolitan Transportation Plan

Timeframe: Review of data sources and updated Plan: to be determined as new data is made available

Long-range plan assessment: 3rd or 4th quarter

TASK 2: Short Range Planning

| | |
|-------------------------|-----------------|
| FHWA PL Funding | \$48,861 |
| FTA Funding | <u>\$2,000</u> |
| Total Task 2 | \$50,861 |
| Percent of Total Budget | 8.8% |

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

Subtask A. Metropolitan Transportation Improvement Program (MTIP): During fiscal year 2011-12, the 2012-2015 MTIP was completed and adopted. Activities during FY 2012-13 will involve maintenance of the 2012-2015 MTIP. MTIP adjustment and amendments requests are initiated by the sponsoring agencies. Proposed changes are typically reviewed by the TAC and recommendations are forwarded to the Policy Board for approval. MTIP amendments are then forwarded to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP).

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

Budget: \$5,148
Percent of Task Budget: 10.1%

Deliverables: Amended 2012-2015 MTIP
Participation in quarterly MTIP/STIP meetings

Timeframe: Ongoing: July - June

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

Budget: \$3,368
Percent of Task Budget: 6.6%

Deliverables: Annual Listing of Federally Funded Projects

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

Subtask C. Surface Transportation Program (STP) Funds Management: In FY 2009, the BMPO developed draft project evaluation criteria and discussed possible funding targets (e.g. maintenance/preservation, modernization, bike/pedestrian, transit). Given the significant

shortage of street preservation funding for major roadways in Bend, the Policy Board voted to continue providing all available STP funds through FY 2011-12 for the City of Bend's street preservation program. The City of Bend is evaluating local funding options to address the preservation shortfall. If a new local funding option is implemented, the MPO will finalize a new STP allocation process.

Budget: \$7,072
Percent of Task Budget: 13.9%

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

Timeframe: Project allocation and identification process in 3rd quarter

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

Budget: \$2,309
Percent of Task Budget: 4.5%

Deliverables: Submitted comments on proposed land use actions

Timeframe: Ongoing: July - June

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

Budget: \$4,445
Percent of Task Budget: 8.7%

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

Timeframe: Ongoing: July - June

Subtask F. Road Users Safety Task Force: In FY2008-09, the City of Bend established a Road Users Safety Task Force in response to several bicycle and pedestrian fatalities. The Task Force embarked on an education campaign focused on bicyclists, pedestrians, and motorists understanding safe practices of cycling, walking and driving in Bend. The education campaign has included outreach and education options utilized elsewhere. Staff cuts at the City of Bend have greatly limited the City's ability to be actively engaged in this process. MPO staff is coordinating the Task Force and will also assist with identifying and administering grant funding opportunities to further the goals of the group.

Budget: \$7,986
Percent of Task Budget: 15.7%

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

Timeframe: Ongoing: July – June

Subtask G. Intelligent Transportation Systems (ITS): The Deschutes County ITS Plan was updated in FY 2010-11. Any ITS project that is funded with Federal Aid dollars, including transit projects, must be in compliance with 23 CFR 940 (ITS Architecture Final Rule). The main components of the rule include development of a regional ITS architecture (including maintaining and using the architecture) and using a systems engineering analysis to develop ITS projects. Each fiscal year during the 4th quarter, the BMPO, in cooperation with ODOT Region 4 and the ODOT ITS Unit, will coordinate a meeting to identify updates to the ITS architecture. BMPO staff will then work with ODOT staff to update the architecture file to reflect those changes.

Budget: \$1,170
Percent of Task Budget: 3.5%

Deliverables: ITS architecture maintenance meeting and updates

Timeframe: ITS Architecture meeting and maintenance: 4th quarter

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

- 1) Participation on advisory committee for the Central Oregon Strategic Transportation Options Plan (COIC)
- 2) Participation on advisory committee for Central Oregon Park and Ride Study (COIC)
- 3) Participation on advisory committee for Central Oregon Transit Master Plan (COIC)
- 4) Development of the Environmental Impact Statement for the US97 Bend North Corridor project in north Bend (ODOT)
- 5) Development of Interchange Area Management Plan for S. US97 (Policy Board is serving as project Steering Committee) (ODOT)
- 6) Project development for interchange at US 97 and Murphy Road (ODOT)
- 7) Member of the Deschutes County Special Transportation Fund (STF) Committee (Deschutes County)
- 8) Participating as necessary on the Central Oregon Public Transportation Advisory Committee (COIC)
- 9) Participating as necessary on the Deschutes County Bicycle and Pedestrian Advisory Committee (Deschutes County)
- 10) Participation in Central Oregon Area Commission on Transportation (ODOT)
- 11) Participating in the Commute Options for Central Oregon work group (Commute Options)
- 12) Participating in and providing technical support to the City of Bend urban growth boundary expansion process. The final outcome of this process will require revisions to the BMPO MTP and the BMPO boundary (City of Bend)
- 13) Maintenance of the bicycle and pedestrian grant matrix (BMPO)
- 14) Work with MPO member jurisdictions to assess the opportunity for a bike share

- program in Bend (BMPO)
- 15) Assisting the City of Bend with work (e.g. modeling, advisory committees) related to transportation projects to be funded through General Obligation Bonds (City of Bend)
 - 16) Tracking and commenting on various state projects, including Least Cost Planning (ODOT)
 - 17) Tracking and commenting on various STIP and CIP projects, including: City ARRA funded traffic signal project (City of Bend); development of the Central Signal System project (ODOT)
 - 18) City of Bend transportation SDC update and CIP prioritization (City of Bend)

As has occurred in prior years, it is anticipated that additional projects will arise in the 2012-2013 fiscal year that will require BMPO participation.

Budget: \$ 18,763

Percent of Task Budget: 36.9%

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

Timeframe: Ongoing: July - June

TASK 3: Long Range Planning

| | |
|-------------------------|------------------|
| FHWA PL Funding | \$ 2,897 |
| FTA Funding | - |
| STP Funding | 140,000 |
| In-kind Local Match | <u>11,988</u> |
| Total Task 3 | \$154,884 |
| Percent of Total Budget | 27.9% |

*Task 3 budget includes consultant funding for the TRIP 97 project. It also includes potential consultant costs associated with updating the Metropolitan Transportation Plan.

Description: The current Metropolitan Transportation Plan (MTP) was completed in late FY2007-08. The MTP conforms to the transportation planning requirements as set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation. Federal regulations require the MTP be updated at least every 5 years. To meet the requirement, the MTP must be updated by June 30, 2012. Given the significant delays in the city of Bend urban growth boundary (UGB) expansion process, work on the MTP update has been repeatedly delayed. A very update to the MTP may be completed in FY2011-12 to meet federal requirements. A full update of the MTP will be initiated in FY2012-13. Work will likely begin in the third quarter and extend into FY2013-14 to coincide with the UGB update process. The MTP update will also address Oregon Transportation Planning Rule (TPR) requirements for metropolitan areas. Long-range planning subtasks to be completed in FY2012-13 will include:

Subtask A. Metropolitan Transportation Plan Update: The expansion of the city of Bend UGB was remanded by the Land Conservation and Development Commission (LCDC). Pending the outcomes of the remand, the final UGB will not be determined until FY2012-13. The final UGB will likely have significant implications for the MTP. The following items will be considered for the MTP update:

- To ensure consistency with federal planning requirements, the model horizon year will be extended to insure a minimum 20-year horizon. MPO staff will coordinate with ODOT staff and local agency staff to determine the best horizon year.
- Update the future deficiencies analysis, considering the following projects: US 97 North Corridor EIS, US 97/Murphy Interchange, and the city of Bend bond funded roadway improvement program.
- Update the financial analysis to include the revised revenue forecasts generated by ODOT (spring 2011)
- Update the project lists (financially constrained and illustrative)
- Update other MTP chapters as necessary (to be determined in consultation with the TAC, Policy Board, ODOT, FHWA, and FTA)
- Transportation Planning Rule work items
 - The adopted plan does not meet the per capita VMT reduction requirement and must therefore identify alternative performance measures.
 - Development of the TPR mandated parking chapter.
- Transit Plan update
 - The MPO received funding through the TGM program to update the Transit Plan and conduct some associated land use and infrastructure planning
 - Work on the Transit Plan was initiated in the 2nd quarter of FY 2011-12 and will conclude in the 2nd quarter of FY2012-13.

- The work products from the transit planning will be incorporated into the MTP.
- Alternative mobility standards and system performance measures will be considered through the TRIP 97 planning process (see Subtask B below). The outcomes of that process will be incorporated into the MTP.

Work on the MTP update was initiated in the 2nd quarter of FY 2012-13. Detailed scopes of work will be developed for each major subtask. Development of the scopes of work will be closely coordinated with ODOT Region 4, ODOT TPAU, FHWA, and FTA.

Budget: \$ 130,955
 Percent of Task Budget: 84.6%

Deliverables:

- Updated MTP horizon year (most likely 2037)
- Updated future deficiencies analysis
- Updated financial analysis
- Updated project lists (financially constrained and illustrative)
- Parking Chapter
- Transportation system performance measures
- Assessment of alternative mobility strategies
- Updated transit plan

Timeframe:

- Updated MTP horizon year – 2nd quarter
- Updated future deficiencies analysis – 3rd/4th quarters
- Updated financial analysis – 3rd/4th quarters
- Updated project lists – 4th quarter (and possibly into FY2013-14)
- Parking Chapter – 1st quarter
- Transportation system performance measures – 3rd quarter
- Assessment of alternative mobility strategies – 3rd/4th quarters
- Updated transit plan – 3rd quarter

Subtask B. TRIP 97: In FY2011-12, agreements for the TRIP 97 process were finalized. Participating agencies include the Bend MPO, ODOT, and the cities of La Pine, Bend, Redmond, and Madras. Additionally, Deschutes County and Jefferson County will participate. The Trip 97 project will result in the following four key deliverables:

1. Corridor Performance Measures & Evaluation Approach;
 2. List of Corridor Improvements and Strategies;
 3. Funding Plan, which will be linked directly to the list of improvements and strategies;
- and
4. Governance Mechanism, which will be designed to implement and achieve the corridor vision.

The Bend MPO and ODOT are jointly administering the TRIP 97 project. Work on the project was initiated in the 3rd quarter of FY2011-12 and will conclude in the 3rd quarter of FY2012-13.

Budget: \$ 16,238
 Percent of Task Budget: 10.5%

Deliverables: Participation in project management team, Steering Team, and Stakeholder committee meetings
 Providing written comment on draft work items

Project administration
Outreach and information to the BMPO committees and the public

Timeframe: 1st-3rd quarters

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

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

Four committees have been established to track these various initiatives. Staff is actively tracking the work of these committees and providing comment on the draft work products being presented to the committees. Some of these committees will continue working into FY 2012-13 and staff will continue to track these efforts and provide feedback as necessary. Additionally, staff will continue working with ODOT and DLCD staff to determine when, or if, the outcomes of this effort are incorporated into the local planning process.

The work load associated with this subtask has been much greater than anticipated. With limited staffing, the BMPO has relied upon staff from the larger MPOs to track this work and provide detailed assessments of the potential impacts. It is assumed this same type of relationship will continue into FY 2012-13.

Budget: \$ 7,601
Percent of Task Budget: 4.9%

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

Timeframe: Ongoing: July - June

TASK 4: Travel Demand Modeling and Data Collection/Analysis

| | |
|-------------------------|-----------------|
| FHWA PL Funding | \$37,936 |
| FTA Funding | 3,000 |
| STP Funding | <u>10,000</u> |
| Total Task 4 | \$50,936 |
| Percent of Total Budget | 8.9% |

Description: The primary focus of this task is maintenance of the travel demand model. Development of the new Bend area travel demand model was completed in FY2006-07. Work in fiscal year 2012-13 will include an extension of the travel model forecast year, model support for various studies, modernization projects, and other projects underway within the study area.

The travel demand model must be maintained as new information and data becomes available. The City of Bend adopted an Urban Growth Boundary expansion in 2009. In 2010, the state Land Conservation and Development Commission (LCDC) issued an order that partially acknowledges and partially remands Bend's proposed UGB expansion. Upon completion and acknowledgement of the UGB (expected in FY2012-13), the forecast year land use data will be altered to match the UGB. Incorporating the UGB modifications to the travel demand model will require significant effort from both the BMPO and TPAU. The travel demand model forecast year will be extended to comply with federal regulations (20-25 year planning horizon). BMPO staff will work with ODOT Region, ODOT TPAU, FHWA, FTA, and local agencies to determine how to best proceed.

Household travel survey data is an important component of the model. The data now being used in Oregon travel models is more than 15 years old. ODOT, the Oregon Model Steering Committee (OMSC), and the state's MPOs are collecting new household survey data throughout Oregon. The Bend MPO household travel survey was collected in March-May 2011. Cleaning and organizing the household travel data will occur in the 1st quarter of FY 2012-13. Staff time will be dedicated to assisting with data clean-up and organization, presenting the data to MPO committees, and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT TPAU to determine how to utilize the new data in the travel demand model.

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

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

- To ensure consistency with federal planning requirements, the model horizon year will be extended. MPO staff will coordinate with FHWA, ODOT staff and local agency staff to determine the best horizon year.
- The MTP will be updated to comply with federal planning regulations and to ensure consistency with the Oregon Transportation Planning Rule. The model may be used to help develop alternative performance measures. The model will also be used to assess and prioritize future needs.
- A potential assessment of alternative mobility standards on the state and local roadway systems.

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

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

Budget: \$ 19,027
Percent of Task Budget: 37.4%

Deliverables: Extended model forecast year (including the associated changes to the model files)
Model runs and output data to support the MTP update, TPR analysis and assessment of alternative mobility standards

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

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

Budget: \$ 4,823
Percent of Task Budget: 9.5%

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

Timeframe: Ongoing: July – June

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

Budget: \$ 5,292
Percent of Task Budget: 10.4%

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

Timeframe: Ongoing: July – June

Subtask D. Statewide Household Survey: The travel demand model must be maintained as new information and data becomes available. Household (HH) travel survey data is an important component of the model. The data now being used in Oregon travel models dates to the mid-1990"s. ODOT, the OMSC, and the state's MPOs are now conducting new HH surveys. The Bend MPO household travel survey was collected in March-May 2011. Cleaning and organizing the household travel data will occur in the 1st quarter of FY 2012-2013. Staff time will be dedicated to assisting with data clean-up and organization, presenting the data to MPO committees, and other interested parties, using the data to assist with development of performance measures (Task 3), and working with ODOT to determine how to utilize the new data in the travel demand model.

Budget: \$ 7,072

Percent of Task Budget: 13.9%

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

Timeframe: Throughout fiscal year 2012-2013

Subtask E. Data Collection/Analysis

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

Budget: \$ 14,721

Percent of Task Budget: 28.9%

Safety Program: In FY2011-12, the City of Bend hired a consultant firm to assist the City with review and organization of crash data, development of an on-going program to collect, manage and analyze crash data, and to develop short-term and mid-term priorities for safety funding (policies, projects, and programs). Consultant work on this project is expected to conclude in June 2012. MPO staff provided project support by collecting and sorting/organizing available crash data, and providing GIS mapping support. In FY2012-13, MPO staff will continue to provide data support and assistance with development of crash reports.

Deliverables: Maintained and updated crash database and Safety Program Reports

Timeframe: Ongoing: July – June

Transportation Data Management Program: In FY2010-11, The City of Bend hired a consultant firm to assist the City with development of a program(s) to assist with the on-going collection, management and analysis of vehicle and multi-modal volume and crash data. Work on this project is expected to in June 2012. MPO staff provided project support by collecting and sorting/organizing available transportation data, reviewing available data management systems, and providing limited GIS mapping support. In FY2012-13, MPO staff will work with City staff to develop and implement data management tools, collect and organize data, and develop a data collection program (e.g. locations, timeframes).

Deliverables: Functioning data management tools, maintained and updated database, and a data collection program (e.g. locations, timeframes).

Timeframe: Ongoing: July – June

Sidewalk Inventory: In a prior fiscal year, the MPO initiated work on a regional arterial and collector sidewalk inventory update. The inventory is being developed using GIS. The MPO worked with several groups to identify data that should be included in the inventory. Work on this project will continue into FY2012-13. Upon completion of the inventory, staff will work with member agencies to prioritize the missing segments. The intent is to better position the region for grant funding opportunities and better utilize available, but limited, local funds.

Deliverables: Completed sidewalk inventory
Completed sidewalk prioritization process

Timeframe: Ongoing: June – July

Budget Summary

A summary of the FY2012-13 budget is shown on the following tables and graph.

| Fiscal Year 2012/13 Budget Summary ⁴ | | | |
|---|-------------------|---|-------------------|
| | | | Appropriations |
| Beg. Working Capital | \$ 90,000 | By Budget Category: | |
| Grant Funding | | | |
| FHWA PL¹ | | Personal Services | \$ 230,156 |
| Prior Year Authorizations: | | Materials & Services | 111,899 |
| Federal Share | 5,009 | Interest Expense | 1,000 |
| State Match | 573 | Inter-Agency Charges | 53,500 |
| Current Year Authorizations: | | Loan Repayment | 90,000 |
| Federal Share | 161,514 | Contingency | 90,000 |
| State Match | 18,486 | | \$ 576,555 |
| FTA Section 5303³ | | By Task: | |
| Prior Year Authorization | 15,453 | Task 1: Dev. & Program Management | \$ 319,873 |
| Current Year Authorization | 32,497 | Task 2: Short Range Planning | 50,861 |
| Other Sources-STP Funding | 150,000 | Task 3: Long Range Planning | 154,884 |
| Total Grant Funding | 383,532 | Task 4: Regional Travel Demand Modeling | 50,936 |
| City of Bend Loan | 90,000 | | \$ 576,555 |
| In-kind Local Match ² | 13,023 | | |
| Total Budgeted Resources | \$ 576,555 | Total Budgeted Appropriations | \$ 576,555 |

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

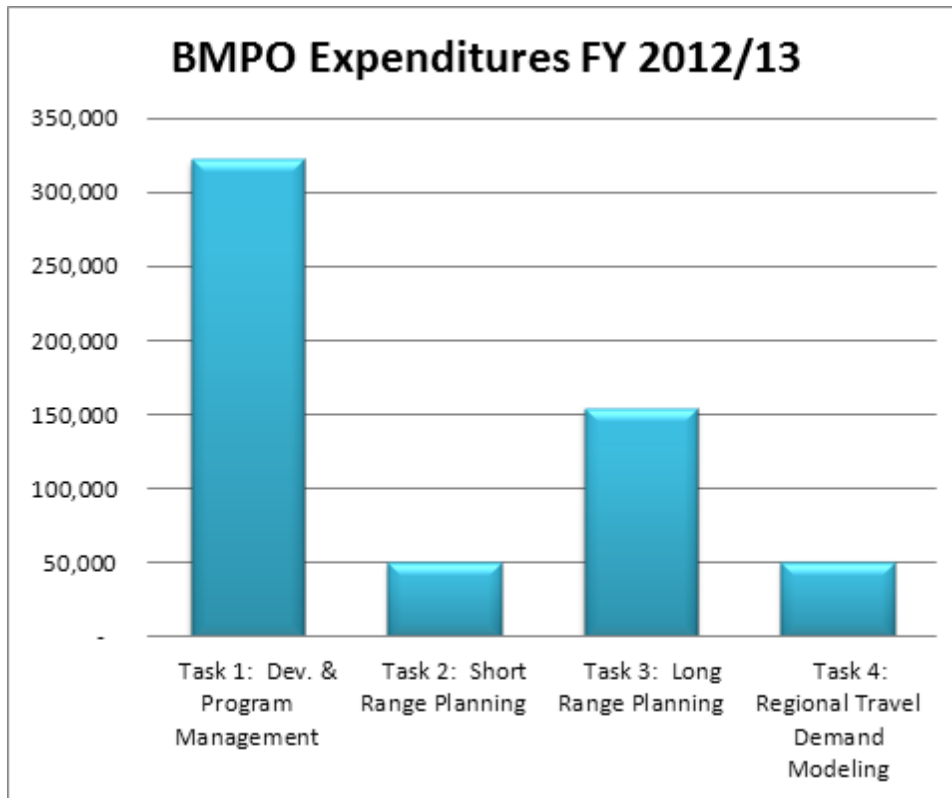
² Local match for the FTA funds can be provided as hard match or through "in-kind" services. It is anticipated that the local match requirement will be met through in-kind services from local agency staff, see line 9 Transfer from Transportation Engineering for in-kind match estimate in the Line Item Budget on page 14 of the approved 2012-13 BMPO Budget document located at www.bendoregon.gov/mpobudget

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

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

As shown in the above table, the FY2012-13 budget includes both prior year and current funding authorizations. The FY2012-13 work program includes significant work tasks and assumes nearly full expenditure of prior year authorizations. Future budgets will likely include only the funds available through current year authorizations, which are approximately \$212,000 in FY2012-13. As a result, future budgets will reflect a reduction in expenditures from the proposed FY 2012-13 budget.

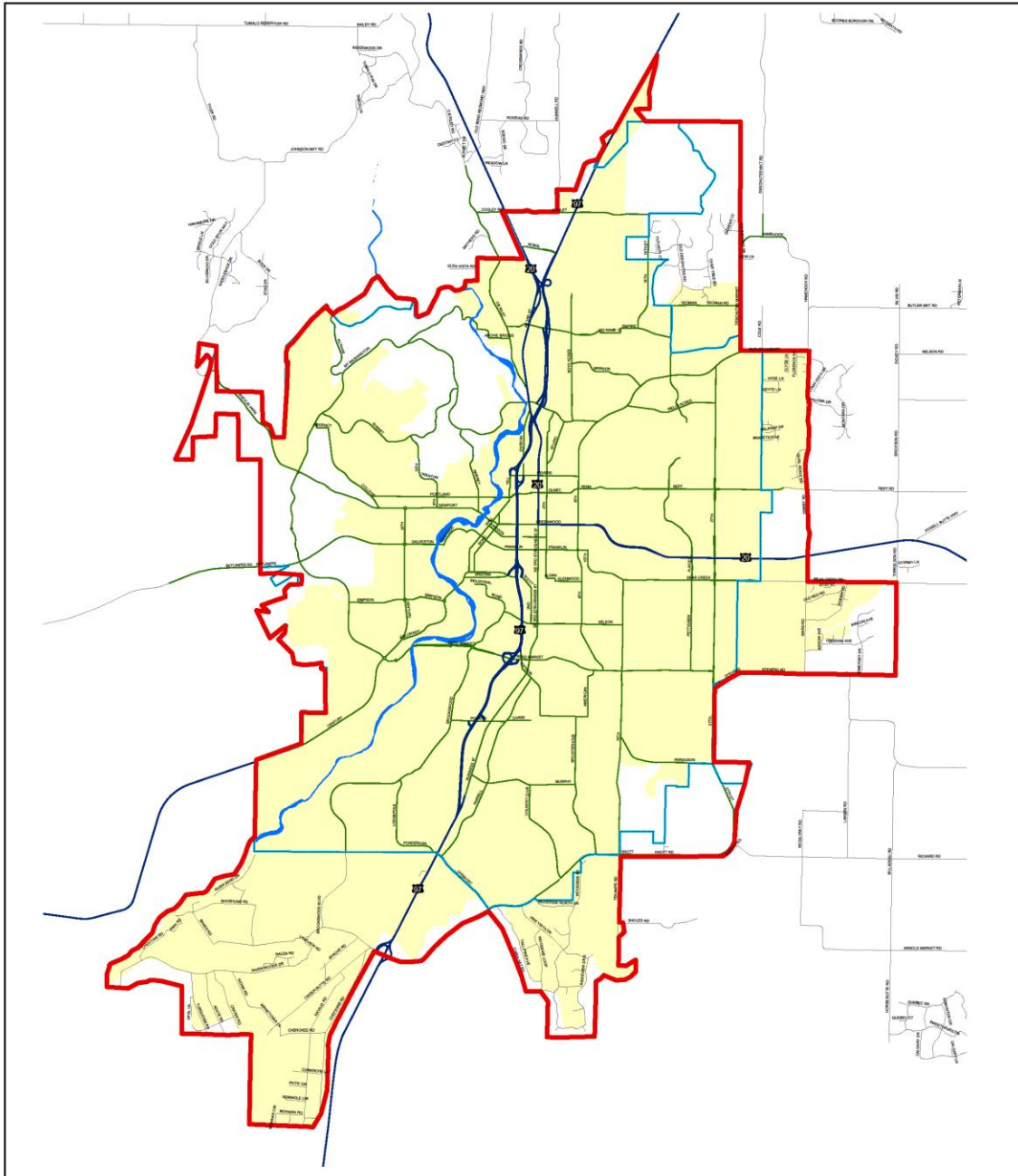
Budget Graph




Bend Metropolitan Planning Organization Line Item Budget for Fiscal Year 2012/13

| Line No. | Account Description | FY 2009/10 Actuals | FY 2010/11 Actuals | FY 2011/12 Adjusted Budget | YTD Actual | Year end Projection | FY 2012/13 Proposed Budget | FY 2012/13 Approved Budget |
|---------------------|-------------------------------|--------------------|--------------------|----------------------------|------------|---------------------|----------------------------|----------------------------|
| Resources | | | | | | | | |
| 1 | Beginning Working Capital | \$ 32,000 | \$ 50,000 | \$ 135,000 | \$ 135,000 | \$ 135,000 | \$ 90,000 | \$ 90,000 |
| Revenues | | | | | | | | |
| 2 | Federal Passthrough DOT | 245,773 | 276,577 | 281,521 | 115,236 | 269,954 | 214,473 | 214,473 |
| 3 | ODOT Grant | 4,728 | - | - | - | - | 150,000 | 150,000 |
| 4 | State Match for MPO's | 22,849 | 25,992 | 23,529 | 10,925 | 23,426 | 19,059 | 19,059 |
| 5 | Miscellaneous | - | 549 | 350,000 | 30,240 | 30,240 | - | - |
| 6 | Donations/Contributions | 3,025 | 9,529 | 975 | - | - | - | - |
| 7 | Other Miscellaneous | 681 | - | - | 411 | 411 | - | - |
| 8 | From Transp. Construction | - | - | - | 70,000 | 70,000 | - | - |
| 9 | From Transp. Engineering | 11,682 | 10,630 | 12,000 | - | 15,264 | 13,023 | 13,023 |
| 10 | Loan from General Fund | 50,000 | 135,000 | 60,000 | - | 90,000 | 90,000 | 90,000 |
| 11 | Total Revenues | \$ 338,738 | \$ 458,277 | \$ 728,025 | \$ 226,812 | \$ 499,297 | \$ 486,555 | \$ 486,555 |
| 12 | Total Resources | \$ 370,738 | \$ 508,277 | \$ 863,025 | \$ 361,812 | \$ 634,297 | \$ 576,555 | \$ 576,555 |
| Requirements | | | | | | | | |
| 13 | Regular Salaries | 141,928 | 144,202 | 145,859 | 114,845 | 145,600 | 147,660 | 147,660 |
| 14 | Overtime | 58 | - | 60 | - | - | - | - |
| 15 | FICA | 10,545 | 10,688 | 11,013 | 8,381 | 10,700 | 11,150 | 11,150 |
| 16 | Unemployment | 142 | 1,154 | 2,334 | 1,838 | 2,300 | 2,363 | 2,363 |
| 17 | PERS & OPSRP | 14,901 | 15,127 | 19,939 | 15,699 | 19,900 | 20,185 | 20,185 |
| 18 | Disability Insurance | 589 | 541 | 547 | 431 | 500 | 554 | 554 |
| 19 | Health Insurance | 32,089 | 33,963 | 18,144 | 5,764 | 5,800 | - | - |
| 20 | Life Insurance | 205 | 186 | 186 | 139 | 200 | 186 | 186 |
| 21 | Workers Compensation Ins | 262 | 281 | 297 | 219 | 300 | 299 | 299 |
| 22 | PERS Debt Service | 4,972 | 5,047 | 5,105 | 4,020 | 5,100 | 5,168 | 5,168 |
| 23 | Alt. Modes & Flex Spend. Fees | 120 | 60 | 120 | 154 | 200 | 180 | 180 |
| 24 | OPEB Funding | - | - | 4,512 | 3,371 | 4,500 | 4,356 | 4,356 |
| 25 | High Deduct-Premium | - | - | 11,158 | 13,531 | 19,400 | 24,943 | 24,943 |
| 26 | High Deduct-Deductible | - | - | 4,000 | 4,643 | 6,600 | 8,000 | 8,000 |
| 27 | High Deduct-Coinsurance | - | - | - | - | 4,000 | 2,500 | 2,500 |
| 28 | Premium Dental Insurance | - | - | 2,901 | 1,444 | 2,100 | 2,612 | 2,612 |
| 29 | Personnel Services | 205,811 | 211,249 | 226,175 | 174,479 | 227,200 | 230,156 | 230,156 |
| 30 | Supplies | 98 | - | 100 | - | - | - | - |
| 31 | City Pd Employee Parking | 374 | - | - | - | - | - | - |
| 32 | Mileage Reimbursement | 449 | 758 | 500 | 329 | 329 | 500 | 500 |
| 33 | Meals & Lodging | 1,564 | 1,404 | 1,400 | 507 | 507 | 500 | 500 |
| 34 | Conferences & Seminars | 1,215 | 3,776 | 1,000 | 1,031 | 1,031 | 1,050 | 1,050 |
| 35 | Dues & Subscriptions | 666 | 671 | 900 | 878 | 878 | 900 | 900 |
| 36 | Printing & Copies | - | 112 | 800 | 46 | 46 | 50 | 50 |
| 37 | Advertising | 1,582 | 5,384 | 1,500 | - | - | - | - |
| 38 | Copier | 278 | 747 | 1,300 | 802 | 1,102 | 1,100 | 1,100 |
| 39 | Audit/Accounting Services | 8,750 | 8,450 | 14,000 | 8,890 | 8,890 | 9,000 | 9,000 |
| 40 | Outside Legal Services | 5,068 | 1,061 | 3,000 | 783 | 1,083 | 1,100 | 1,100 |
| 41 | Consultants | 10,759 | 36,099 | 362,850 | 103,168 | 110,647 | 97,399 | 97,399 |
| 42 | Meeting Expenses | - | - | - | 27 | 127 | 150 | 150 |
| 43 | Telephone-Long Distance | 59 | 12 | 100 | - | - | - | - |
| 44 | Postage | 168 | 139 | 200 | 119 | 169 | 150 | 150 |
| 45 | Office Supplies | 157 | 176 | 100 | - | - | - | - |
| 46 | Material and Services | 31,187 | 58,789 | 387,750 | 116,581 | 124,811 | 111,899 | 111,899 |
| 47 | Interest on General Fund Loan | 558 | 761 | 800 | 727 | 877 | 1,000 | 1,000 |
| 48 | Transfer-Risk & Training | - | - | - | 262 | 700 | 700 | 700 |
| 49 | Transfer-Information Tech | 8,500 | 8,100 | 7,800 | 6,480 | 9,400 | 9,800 | 9,800 |
| 50 | Transfer-Facility Management | 1,700 | 5,500 | 6,000 | 4,500 | 6,000 | 9,800 | 9,800 |
| 51 | Transfer-Admin & HR | 3,400 | 4,200 | 3,900 | 2,767 | 3,500 | 4,900 | 4,900 |
| 52 | Transfer-Finance | 4,700 | 6,300 | 5,800 | 4,350 | 5,800 | 4,200 | 4,200 |
| 53 | Transfer-Insurance Fund | 900 | 1,000 | 900 | 777 | 900 | 500 | 500 |
| 54 | Transfer-PW Admin | 20,300 | 16,500 | 14,800 | 10,395 | 13,000 | 9,400 | 9,400 |
| 55 | Overhead Transfers | 39,500 | 41,600 | 39,200 | 29,531 | 39,300 | 39,300 | 39,300 |
| 56 | Loan Repayment-Gen Fund | 32,000 | 50,000 | 135,000 | 135,000 | 135,000 | 90,000 | 90,000 |
| 57 | Transfer-Trans Ops & Plan | - | - | 12,000 | - | 15,264 | 12,000 | 12,000 |
| 58 | Transfer-Information Tech | - | 252 | 2,100 | 252 | 1,872 | 2,200 | 2,200 |
| 59 | Transfer-Internal Engineering | 11,682 | 10,630 | - | - | - | - | - |
| 60 | Operating Transfers | 11,682 | 10,882 | 14,100 | 252 | 17,136 | 14,200 | 14,200 |
| 61 | Total Expenditures | 320,738 | 373,281 | 803,025 | 456,570 | 544,324 | 486,555 | 486,555 |
| 62 | Contingencies | - | - | 60,000 | - | - | 90,000 | 90,000 |
| 63 | Total Requirements | \$ 320,738 | \$ 373,281 | \$ 863,025 | \$ 456,570 | \$ 544,324 | \$ 576,555 | \$ 576,555 |

FIGURE 1 – BMPO Study Area Map



Bend Metropolitan Planning Organization Boundary

| | | | |
|--|---|---|--|
| <ul style="list-style-type: none"> — MPO Boundary Bend UGB — State Highways — Arterial/Collector Streets — County Roads Urbanized Area — Deschutes River |  Not To Scale |  | <p><small>DISCLAIMER: Urbanized area information was obtained from the U.S. Census Bureau. All other information on this map was derived from digital databases on Deschutes County's GIS. Care was taken in the creation of this map, but is provided "as is".</small></p> <p><small>Prepared by City of Bend GIS/Engineering Department 1-03-06 v.8.1 UWP/MPO 0216</small></p> |
|--|---|---|--|

APPENDIX A: Summary of Deliverables & Products from the 2012 – 2013 UPWP

Task 1.0 Program Management

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

Task 2.0 Short Range Planning

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

Task 3.0 Long Range Planning

- Updated Metropolitan Transportation Plan to comply with federal regulations and the Oregon Transportation Planning Rule
- Update Public Transit Plan (to be included in the MTP)
- Potential alternative mobility standards for state/federal highways in Bend
- MTP performance measures
- Participation and tracking Oregon's climate change planning efforts
- Completed TRIP 97 planning process, including mobility standards, performance measures, list of ranked projects, list of funding measures, and governance structure for

future corridor work

Task 4.0 Travel Demand Modeling & Data Collection/Analysis

- Updated travel demand model to reflect the updated MTP
- Project analyses using travel demand model in support of local projects
- Participation in Oregon Modeling Steering Committee (and its subcommittees)
- Completed BMPO household travel survey, presentation of findings to MPO committees, and work plan to integrate HH survey data into the travel model
- Transportation Data Management Program
- Safety Program
- Sidewalk inventory & sidewalk prioritization process

Summary of Bend MPO Activities 2011-2012

In fiscal year 2011-12, the Bend MPO focused on several activities, including:

- completion and adoption of the FY2011-12 UPWP;
- processing several amendments to the 2010-13 Metropolitan Transportation Improvement Program (MTIP);
- adoption of the 2012-2015 MTIP and processing several amendments;
- completion of the Annual List of Obligated Projects;
- update of the Deschutes County ITS Plan;
- completed HH travel survey (results to be available FY2012-13);
- initiated development of new long-range Public Transit Plan for BMPO area;
- initiated work on a Transportation Data Management Program (to collect, manage, and store traffic data);
- initiated work on a Safety Program (to collect data, manage, and analyze crash data, and to develop short-term and mid-term priorities for safety funding [policies, projects, and programs]);
- initiated work on update to Metropolitan Transportation Plan;
- coordinating submittal of successful applications to secure Safe Routes to Schools funding and Oregon Alliance for Community Traffic Safety funding;
- participating in the US97 NEPA process;
- participating in the project development process for the new interchange on US 97 at Murphy Road;
- participating in the IAMP development process for the new interchange on US 97 at Murphy Road;
- maintaining the BMPO website;
- developing the BMPO Newsletter;
- participating and closely tracking the various components of the Oregon climate change planning process;
- participating in the TRIP 97 process including project administration, development of IGAs, and securing consultant services;
- providing staff support to the local Road Users Safety Task Force;
- continued work on a regional sidewalk inventory update;
- programming the BMPO STP funds and working with CAMPO, RVMPO, LOC, AOC, and ODOT to revise the STP Intergovernmental Agreement to equitably distribute STP funds;
- developed a series of posters and public service announcements on safe bicycling (night time riding, wrong way riding, and intoxicated riding) – funding received from Oregon ACTS;
- developed bicycle and pedestrian grant funding matrix and supporting document;

- researched and presented findings on Bike Share programs;
- tracking and providing technical support to many local and regional projects; and
- participation on several local and regional advisory committees.

APPENDIX B: List of Transportation Planning Acronyms

ACT Area Commission on Transportation

Regional entities responsible for coordinating transportation planning and projects in multi-county areas; MPOs are required by ODOT to establish a relationship with their local ACTs and to coordinate with the ACTs in the prioritization of projects for submission to the STIP.

CAC Citizens Advisory Committee

COACT Central Oregon Area Commission on Transportation

EMME/2 “EMME/2” travel demand model forecasting software

EMME/2 travel demand model forecasting software is the computer program used by most jurisdictions in the state of Oregon.

FHWA Federal Highway Administration

FTA Federal Transit Administration

IGA Intergovernmental Agreement

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

ODOT Oregon Department of Transportation

ITS Intelligent Transportation Systems

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

MPO Metropolitan Planning Organization

When cities reach a population of 50,000 and also meet other population density requirements, MPOs are designated for those areas by the governor of the state. The Bend Metropolitan Planning Organization (**BMPO**) represents a geographic area slightly larger than the city of Bend.

MTP Metropolitan Transportation Plan

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

OTC Oregon Transportation Commission

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

PL FHWA Metropolitan Planning Funds

Comprise the majority of MPO funding.

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

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

SOV Single Occupancy Vehicle

STIP Statewide Transportation Improvement Program

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

STP Surface Transportation Program

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

TAC Technical Advisory Committee

TAZ Transportation Analysis Zones

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

TIP Transportation Improvement Program

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

TPR Transportation Planning Rule

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

TPAU Transportation Planning and Analysis Unit

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

TSP Transportation System Plan

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

UPWP Unified Planning Work Program

A federally required annual report describing the MPO’s transportation work program and budget, and detailing the various local, state and federal funding sources that will be used.

VMT Vehicle Miles Traveled

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

5303 Federal Transit Administration (FTA) Metropolitan Planning funds

Federal funding program used for MPO planning.

5309 FTA Discretionary and Formula Capital Program

Federal funding program for transit capital improvements.

5307 FTA Formula Grant Program

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

5310 FTA Competitive Grant Program

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

5316 FTA Competitive Grant Program

Federal funding program known as the Job Access and Reverse Commute (JARC) program. Funding may be used for capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.

5317 FTA Competitive Grant Program

Federal funding program known as the New Freedom Program. Funding may be used for capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

APPENDIX C: Central Oregon TDM Program Overview

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

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

City of Bend

The City of Bend implemented a Transportation Demand Management (TDM) Program approximately 12 years ago. The specific goals and objectives of the City's TDM Program were developed based on the directives outlined in the Bend TSP. The Program consists of three components: an Employee Program, Policy Directions, and Strategic Planning.

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

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

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

ODOT

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

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

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

- Access and expand Agency's Rideshare Online program throughout Central Oregon.
- Maintain Agency's existing toll-free telephone line with answering service provided for hours from 7:00 a.m. to 8:00 p.m.
- Provide information to the general public, employers and their employees on all TDM activities, including but not limited to ridesharing and park & ride facilities, and facilitate participation in the Rideshare matching service. Formats for providing the information include print, website, broadcast media, and individual contacts.
- Act as technical resource for businesses and other agencies regarding bicycle parking and promote installation of bicycle racks, including identification of funding sources.
- Monitor activities before local government that may have an effect on land use and transportation and provide comments to the local government(s) as it relates to the Central Oregon TDM Program. Provide assistance and comments on relevant proposed local plan amendments, zone changes, subdivisions, and site plans.
- Participate on the Bend MPO Technical Advisory Committee (TAC)
- Participate in studies by other agencies and various planning groups around the Central Oregon region relating to public transportation
- Participate on the Central Oregon Area Commission on Transportation (COACT)
- Participate on the Deschutes County Bicycle and Pedestrian Advisory Committee
- Promote and educate employers in Central Oregon regarding all TDM activities.
- Continue developing new park and ride facilities within existing parking lots and maintaining existing lots. Market the use of park and ride facilities
- Identify funding sources for use by local governments, private non-profits, and private employers in implementing rideshare and TDM programs.
- Participate in the organization and operation of a weeklong Alternative Transportation promotional event.
- Participate in and attend relevant community events advocating Rideshare/TDM activities that reduce VMT and SOV trips.
- Marketing Activities
- Manage and update, as needed the commute options website regarding the Rideshare/TDM program, activities and options available to the public.
- Prepare monthly and quarterly performance evaluation/assessment reports to the Agency Contract Administrator throughout life of contract.

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

ODOT Region 4, Deschutes County, and the City of Bend will be undertaking several planning and development projects in the BMPO area in the 2012-13 fiscal year. Each project is described below.

1) US97 Bend North Corridor Project: Phase 1

Project Lead: ODOT Region 4

Project Timeline: Draft EIS Summer 2011, Final EIS Fall/Winter 2012, Record of Decision Spring 2013

Phase 1 Budget: \$15,984,000 (includes almost \$8.5 million for right-of-way and utilities work)

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

2) South Parkway Interchange Area Management Plan (IAMP)

Project Lead: ODOT Region 4

Project Timeline: Completion expected 1st quarter FY2012-13

Project Budget: \$136,300

The U.S. 97: S. Parkway/Murphy Interchange Area Management Plan (IAMP) is a follow-up planning effort based on the South Parkway Refinement Plan. The South Parkway Refinement Plan recommended locations and conceptual designs for interchanges at Powers Road and at Murphy Crossing. The IAMP includes only the proposed South Bend Parkway/Murphy Interchange and does not include modifications to the Powers Road Interchange. Work was initiated on the S. Parkway/Murphy IAMP to identify transportation improvements and management strategies in the Interchange Area. The BMPO Policy Board is serving as the Steering Committee for the IAMP and will provide overall guidance for the refinement plan. Completion of the IAMP is expected in the summer of 2012.

3) US 97/Murphy Road Overcrossing

Project Lead: ODOT Region 4

Project Timeline: Construction is expected to begin in summer 2013

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

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

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

Project Lead: City of Bend

Project Timeline: The City of Bend expanded its urban growth boundary (UGB) in December 2009. The expansion was remanded by the Land Conservation and Development Commission (LCDC). Pending the outcomes of the remand, the final UGB will not be determined until FY2012-13.

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

5) Deschutes County TSP Update

Project Lead: Deschutes County

Project Timeline: December 2008 through June 2012

Project Budget: \$100,000

Deschutes County secured a transportation and growth management (TGM) grant to update its transportation system plan (TSP). Work will include development of a new county-wide travel demand model. Work began in December 2008 and a draft plan was produced in June 2011. Adoption of the plan is expected in spring 2012.

6) City of Bend Transportation Data Program

Project Lead: City of Bend

Project Timeline: February 2011 through June 2012

Project Budget: \$70,000

The City of Bend hired a consultant firm to assist the City with development of a program(s) to assist with the on-going collection, management and analysis of vehicle and multi-modal volume and crash data. Work began in February 2011 and is expected to conclude in June 2012.

7) City of Bend Safety Program

Project Lead: City of Bend

Project Timeline: January 2012 through December 2012

Project Budget: \$50,000

The City of Bend hired a consultant firm to assist the City with review and organization of crash data, development of an on-going program to collect, manage and analyze crash data, and to develop short-term and mid-term priorities for safety funding (policies, projects, and programs). Work began in January 2012 and is expected to conclude in December 2012.

8) Central Oregon Park and Ride Study

Project Lead: Central Oregon Intergovernmental Council (COIC)

Project Timeline: To be determined

Project Budget: \$95,000

COIC secured a grant through the ODOT Flexible Funds Program to develop a park-and-ride plan for Central Oregon. The plan will consider park and ride lots locations, sizing, prioritization and scheduling the construction of park and ride lots in coordination with transit facilities and services, as well as coordination with increased TDM measures being studied throughout Central Oregon. Work is expected to begin in spring 2012.

9) Central Oregon Transit Master Plan

Project Lead: Central Oregon Intergovernmental Council

Project Timeline: January 2012 through June 2013
Project Budget: approximately \$180,000

The Central Oregon Intergovernmental Council (COIC) received a grant from the ODOT Public Transit Division to develop a Transit Master Plan for Central Oregon. The project will assess short- and medium-term system needs and also identify local funding options for the system. The project will be focused primarily on the inter-city system serving Central Oregon.

10) Central Oregon Transportation Options Program

Project Lead: Central Oregon Intergovernmental Council
Project Timeline: July 2010 through June 2012
Project Budget: \$191,000

The goal of this project is to develop a strategic plan for public transportation options in Central Oregon (including the Confederated Tribes of Warm Springs). The project will identify expected regional trips in 2030, and to develop “best practice,” cost-effective solutions that will reduce the need for costly infrastructure investments to accommodate those trips. The emphasis will be on identifying solutions that a) save local governments money, b) provide a solid platform for economic development, and c) are tailored to each community. Work began in 2010 and is expected to conclude in June 2012.

11) Central Oregon Rail Plan Implementation

Project Lead: ODOT Region 4
Project Timeline: February 2012 through December 2012
Project Budget: To be determined

ODOT completed work on a Central Oregon Rail Plan in fall 2009. ODOT is now beginning work to develop an implementation plan for the high priority projects and programs identified in that plan. The project outcomes include: establishment of a work group to pursue identified implementation strategies; direct engagement of BNSF, regional, state, and federal stakeholders, particularly on Freight Mobility component of the Plan; and connect Economic Opportunities Analysis work from the Rail Plan with the Regional Economic Opportunities Analysis for Large Lot Industrial development. Work began in February 2012 and is expected to conclude in December 2012.

APPENDIX E: BMPO Self-Certification

Resolution Number 2012-03

For the Purpose of Approving the FY2012-2013 Self Certification Process for the Bend Metropolitan Planning Organization

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

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

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

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

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

Adopted by the Bend Metropolitan Planning Organization the 31st day of May, 2012.

Yes: 3

No: 0

Authenticated by the Chair this 31st day of May, 2012.



Mark Capell, Chair

Attest:



Tyler Deke, MPO Manager

**Metropolitan Transportation Planning Self-Certification
For the Bend Metropolitan Planning Organization (BMPO)
Fiscal Year 2012-2013**

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

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

Describe the Entity Designated as the MPO

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

Identify When the MPO Designation was last Made or Modified

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

Identify Participating Agencies

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

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

Describe the Physical Boundaries/Provide a Map

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

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

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

1. Intergovernmental Agreement for the Purpose of Establishing the Bend Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 2002 by ODOT and the parties in the Bend MPO. The IGA was amended in December 2009.

B. Agreements between the State and the MPO include:

1. Annual FHWA planning funds agreement between ODOT and BMPO;
2. Annual agreement between the ODOT Public Transit Division and BMPO for FTA Section 5303 funds; and
3. Agreement between ODOT, BMPO, and the City of Bend (public transit provider) outlining the roles and responsibilities for planning projects.
4. Agreement between BMPO and ODOT Transportation Planning Analysis Unit regarding travel demand model development, maintenance, and usage. The agreement extends through FY2013.
5. Agreement between BMPO, ODOT, and the Central Oregon Intergovernmental Council (public transit provider) outlining the roles and responsibilities for financial planning and development of the annual Obligated Project List (agreement completion date to be determined)
6. Agreement between BMPO and ODOT identifying roles, responsibilities and funding commitments for the TRIP 97 planning process.
7. Agreement between BMPO and ODOT for TGM funding for public transit planning work in the MPO area.

C. Agreements between the MPO and other entities include:

1. Intergovernmental/Interagency Agreement between the BMPO and the City of Bend establishing the City of Bend as the administrative and fiscal agent for BMPO from July 1, 2009 to June 30, 2011 (agreement to be updated by June 30, 2011).
2. Intergovernmental/Interagency Agreement between the BMPO and the City of Bend (public transit provider) that specifies cooperative procedures for carrying out transportation planning and programming in the Bend urbanized area for public transit, including procedures for meeting the federal public participation requirements.
3. Intergovernmental/Interagency Agreement between the BMPO and the cities of Madras, Redmond, Bend, and La Pine identifying funding commitments for the TRIP 97 planning process.

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

A. Cooperative Metropolitan Planning Process

The BMPO member entities, including ODOT, collaborate in carrying out the requirements of the Metropolitan Transportation Planning Process. The Bend Area Transit system was previously owned and operated by the City of Bend, a member of the BMPO. Management and operation of Bend Area Transit, however, was transferred to the Central Oregon Intergovernmental Council (COIC) in FY 2010-2011. This cooperative process includes city and state participation in the decision-making processes of the BMPO Policy

Board and Technical Advisory Committee (TAC). Bend Area Transit is represented on the TAC. The Policy Board has initiated discussions about how to best include transit/COIC in the Policy Board decision making process. ODOT, DLCD, and ODEQ designate staff to serve on the TAC.

The metropolitan transportation planning process includes:

1. Development and maintenance of a long-range Metropolitan Transportation Plan (MTP)
2. Development and maintenance of a Metropolitan Transportation Improvement Program (MTIP)
3. Development of an annual report identifying federal funding obligated within the MPO during the prior fiscal year
4. Review of specific transportation and development proposals for consistency with the MTP
5. Maintenance of a travel demand model for use by the MPO and all jurisdictions within the MPO
6. Coordination of transportation decisions among local jurisdictions and state agencies
7. Development of an annual work program

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

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

5. Metropolitan Transportation Planning Products

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

All of the tasks in the FY2011-12 UPWP for the BMPO, with the exception of the Metropolitan Transportation Plan (MTP) update, are being implemented on schedule. The delay in updating the MTP is directly linked to delays in finalizing the City of Bend urban growth boundary expansion. As a region that experienced rapid growth prior to the recession, many projects that directly impact the MPO are underway. MPO staff is tracking and/or maintaining involvement in these many projects. Most of these projects (e.g. corridor studies, land use studies, etc.) will have a direct impact on the projects and policies contained in the MTP. Some tasks, however, have been and are being performed at a pace above and beyond what had been anticipated in the UPWP.

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

The federally compliant 2007-2030 Metropolitan Transportation Plan (MTP) was adopted in June 2007. A minor update was initiated in FY 2011-2012. The update will be focused on maintaining federal compliance and also addressing Oregon Transportation Planning Rule (TPR) requirements for MPO areas. Upon completion of the City of Bend Urban Growth Boundary expansion, the MPO will embark upon a major update to the MTP.

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

The BMPO developed the 2012-15 MTIP in cooperation with ODOT and local transit providers. This MTIP has been reflected in the STIP in its entirety. ODOT is beginning

development of the 2015-2018 STIP. The BMPO will coordinate its prioritization process and its list of transportation project priorities for ODOT modernization projects with the Central Oregon Area Commission on Transportation (COACT).

6. Planning Emphasis Areas

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

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

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

The Great Recession has been particularly bad for Bend and the greater Central Oregon region. The Bend MSA (Deschutes County) is classified as an Economically Distressed Area (EDA). The seasonally adjusted unemployment rate in December 2011 was 12%. The unemployment rate spiked at 16.4% in May 2009. With the collapse of the local real estate market and the loss of several manufacturers, all expectations are that the economic recovery in Deschutes County will lag the national recovery. In addition, many workers commute into the Bend MSA from adjacent counties. Unemployment rates in these counties are even higher than that of the Bend MSA. The seasonally adjusted unemployment rate in Crook County (east) in December 2011 was 15.3%. The unemployment rate in Crook County spiked at 22.4% in June 2009. The seasonally adjusted unemployment rate in Jefferson County (north) in December 2011 was 12.7%. The unemployment rate in Jefferson County spiked at 16.2% in May 2009. The Bend MPO received funding through the American Recovery and Reinvestment Act (ARRA). The funds were programmed for roadway preservation work. Work on those projects was completed in June 2010 and utilized a local contractor. In addition, Bend Area Transit received funding through ARRA. Some of those funds were used for bus stop improvement work and were fully implemented using local contractors and vendors. In addition, the city of Bend received ARRA funding through the Energy Efficiency and Conservation Block Grant (EECBG) Program. A percentage of those funds are being used to upgrade the City's traffic signal system. Work on that project was initiated in FY 2010-11 and will conclude in FY 2011-2012. It is anticipated that those improvements will be fully implemented using Oregon-based contractors and vendors.

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

Additionally, the BMPO had a Freight Advisory Committee (FAC). The FAC developed

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

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

The safety of the transportation system was among the criteria used by the BMPO in prioritizing transportation projects for funding. These criteria were applied to transportation facilities designed for both motorized and non-motorized movements. The MPO is also providing staff assistance to the Road Users Safety Task Force (the Task Force initiated a public information campaign in response to several bicyclist and pedestrian fatalities in calendar year 2008). Through the MPO, the Task Force applied for and was awarded funding in FY2009-2010 to present a series of workshops on safe bicycle commuting. In FY 2010-2011, the Task Force (through the Bend MPO) was awarded additional funding. The funding was used to create a media campaign targeting drivers and cyclists on the following safety topics: 1) Drunk Driving, 2) Bicycle Wrong Way Riding, and 3) See and Be Seen (nighttime pedestrian safety campaign). The campaign included 3-5 public service announcements targeting transportation system users. The PSA"s were shown on local TV stations. The PSA"s were run in conjunction with print ads in local papers. In addition, posters and coasters were distributed for use at local events and in local establishments. In FY 2011-2012, the Task Force (through the Bend MPO) was awarded additional funding to develop pedestrian and driver safety materials and materials targeted specifically for the three recently installed pedestrian rectangular rapid flash beacons (RRFBs) on US 97 and US 20. Work on this effort was initiated in FY 2011-2012 and will conclude in the 2nd quarter of FY 2012-2013.

Other safety items include:

- The MPO is working with the City of Bend to develop a Transportation Safety Plan. The Plan will identify short and medium range safety priorities, including engineering and non-engineering solutions. MPO staff is providing significant assistance with data collection, organization, and management.
- The MPO is working with the City of Bend to develop a data management system. The system will include crash data management. Ultimately, the system will be used to better identify high crash locations and prioritize funding for safety improvements. MPO staff is providing significant assistance with data collection, organization, and management.
- Upon completion of the data management system, the MPO will be working with the city of Bend to prioritize corridors for potential safety audits.
- The MPO is developing a new sidewalk inventory to prioritize infill and reconstruction needs.
- In FY 2009-2010, the MPO received a grant from ODOT to improve access to the statewide crash database. Work on the grant was completed in FY 2010-2011. The funding was used to develop database tools to allow the MPO, and all jurisdictions in Oregon, to better utilize the crash database and evaluate crash data.
- In the past, the MPO worked with the City of Bend to include bicycle and pedestrian safety awareness information for inclusion in the monthly city newsletter and video broadcast.
- The MPO continues to provide assistance to City staff and Commute Options staff to develop Safe Routes to Schools grant applications (the city received an infrastructure grant and Commute Options received grants to conduct bicycle

- education safety programs at several elementary schools).
- The MPO continues to monitor opportunities to provide safety education and include safety as a principal factor in the project selection and development process.

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

The security of the transportation system was among the criteria used by the BMPO in prioritizing transportation projects for funding. Additional work will be required in the future to refine and update the security component of the MTP. Particular focus will be given to the rail and trucking systems. The MPO will research security planning activities undertaken in other MPOs and work to implement identified best practices.

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

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

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

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

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

The MPO is currently managing development of a long-range transit plan focused on the fixed-route system in Bend. That plan will include policies and projects that directly increase the accessibility and mobility options available to people, and indirectly, to freight.

The MPO is currently updating the sidewalk inventory (using GIS) for the arterial and collector road systems, and local systems that directly link to schools and parks. Once complete, the inventory will be a key component to identify key corridors for sidewalk infill and reconstruction projects.

The MPO is also working with City of Bend staff to develop transportation system performance measures. These measures will consider all modes of transportation and will seek to increase accessibility and mobility for all users of the transportation system.

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

The BMPO transportation planning activities include full consideration of environmental issues. The Environmental Considerations chapter of the MTP provides significant detail

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

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

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

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

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

The MPO is currently managing development of a long-range transit plan focused on the fixed-route system in Bend. That plan will include policies and projects that directly increase the integration and connectivity of the system, especially between the transit system and bicycle and pedestrian systems.

7. Promote efficient system management and operations

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

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

The MPO and ODOT are using the ITS Plan to implement ITS projects focused on enhancing the efficiency of existing transportation system and operations. The highest priority project identified in that plan is currently programmed in the STIP and MTIP. Phases 1 and 2 of that project (central signal system) were funded in prior STIPs. Funding to begin implementing that system is programmed in the 2010-2013 STIP. In addition, the City of Bend is dedicating a percentage of its ARRA Energy Efficiency and Conservation Block Grant (EECBG) funds to upgrade a majority of the signals on its system. Work on that project should be completed in calendar year 2012.

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

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

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

8. Emphasize the preservation of the existing transportation system

Preservation of the existing transportation system is a priority in the MTP. Preservation of the existing system was a key consideration while identify future revenues. The estimated costs of preservation were taken “off the top” of the overall funding forecasts. Remaining revenues were then allocated to modernization and other non-preservation projects. As in other regions, the MTP devotes a large portion of available funds to the maintenance and preservation of existing transportation system. MPO staff is working with city staff to identify funding options to increase transportation system preservation and maintenance activities. The STP funds available to the MPO have historically been fully dedicated to preservation projects. The roadway funds available through American Recovery and Reinvestment Act were also dedicated to roadway preservation work. In addition, MPO staff provided assistance to the City of Bend in FY2008-09 to evaluate local funding options to increase funding for roadway preservation.

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

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

10. Enhance the technical capability of the transportation planning processes

The BMPO programs funds in the UPWP and MTIP to: upgrade the travel demand model; update the underlying travel data by participating in joint surveys with other MPOs and ODOT; working with City of Bend to develop transportation system data and safety data management systems, and providing training opportunities for staff.

11. Linking the NEPA and planning processes

The MTP includes a detailed environmental considerations chapter that identifies known historical, cultural, archeological, and natural resources. That chapter also identifies potential mitigation activities. The data in that chapter will help improve the project development process and hopefully speed project delivery. Additionally, the MTP identifies several issues that require additional analysis beyond that contained in the MTP

(e.g. the need for specific corridor studies, area specific plans, etc.). The MTP includes broad goals and objectives that could serve as the basis for the development of specific purpose and need statements for projects intended to solve specific problems that may be identified in the MTP.

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

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

The MPO is currently managing development of a long-range transit plan focused on the fixed-route system in Bend. That plan will include policies and projects that directly increase the accessibility and mobility options available to people, and indirectly, to freight. Through that process, the MPO will be working with local mobility advocacy groups, the city, and county to identify opportunities for increasing the accessibility and mobility options of all people in the Bend Urbanized Area.

In addition, COIC is developing a regional Transit Master Plan (TMP). The TMP will focus on the inter-city transit system in Central Oregon. The MPO is participating on the management team for that project. That project will also identify opportunities for increasing accessibility and mobility for people throughout the region.

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

1. BMPO Public Involvement Process

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

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

i. The MPO is currently managing development of a long-range transit plan focused on the fixed-route system in Bend. To engage as many people as possible, the project includes an on-line survey, periodic project updates, an extensive website, and non-traditional outreach (will set-up booths as the transit station and at community events). The survey was translated to Spanish and distributed at area churches and other locations.

2. BMPO Public Involvement Process Last Update and Adoption

The BMPO Public Participation Plan (PPP) was adopted on June 18, 2009. BMPO legal counsel recently reviewed the PPP and suggested a few minor changes to the document. Staff will initiate that process in the 1st quarter of FY2012-13 with adoption of an updated plan expected in the 2nd quarter of FY2012-13.

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

Title VI Requirements

The BMPO Title VI and Environmental Justice Plan was adopted by the Policy Board in November 2010. To avoid any duplication of efforts, BMPO coordinated its activities with those of ODOT aimed at identification of disenfranchised population segments across the state.

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

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

DBE Program Requirements

The BMPO does not currently have an adopted DBE policy. During the upcoming fiscal year (FY2012-13), the BMPO will consider adoption of a formal DBE policy.

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

ADA Program Requirements

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

The Bend Area Transit system is working toward full compliance with the requirements of ADA. The BMPO continues to work with the city and county to identify opportunities for increasing the accessibility throughout the Bend Urbanized Area. Bend Area Transit used some of its ARRA funding to greatly improve access to its bus stops. In addition, the MPO worked with ODOT staff to identify potential funding sources to improve curb ramps along the highway system near transit stops.

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

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

City of Bend Curb Ramps

The City of Bend's Curb Ramp Project is aimed at providing access to people using wheelchairs and enhances overall safety for bicyclists, pedestrians and motorists. The City has constructed or reconstructed several hundred curb ramps over the past 5 years and will continue to improve curb ramps in the future.

Department of Justice Settlement Agreement

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

Transportation for Seniors and People with Disabilities

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

Cascades East Ride Center (Medicaid transportation)

The Cascades East Ride Center (CERC) was organized to help clients with their non-emergency medical transportation needs. The CERC provides service in the greater central Oregon region. The goals of the brokerage include: increased client access to medical services; decreased cost of medical rides; increased accountability for transportation providers and clients; and increased quality of rides (safe, efficient). The brokerage can use a variety of resources, such as volunteers, transit buses, mileage reimbursement and shared-ride taxis. Providers are paid for each ride based on a pre-arranged fee. Brokerages encourage efficiency by creating a clearinghouse through which each non-emergency medical ride request can be matched with the lowest-cost ride that meets the client's needs.

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

1. Regional Air Quality Status of the BMPO Area

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

2. Describe Conformity Status of the BMPO Plan and TIP

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

12. Lobbying Prohibition (Ref. 49 CFR 20)

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

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

Requirements

The BMPO does not currently have an adopted policy addressing employment and business opportunity discrimination. The federal code states: A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age. During the upcoming fiscal year (FY2012-13), the BMPO will work with the City of Bend to consider adoption of a formal policy.

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

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

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

Requirements

The BMPO does not currently have an adopted policy addressing age discrimination. The federal code states: It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance. During the upcoming fiscal year (FY2012-13), the BMPO will work with the City of Bend to consider adoption of a formal policy.

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

Requirements

The BMPO does not currently have an adopted policy addressing gender discrimination. The federal code states: No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title. During the upcoming fiscal year (FY2012-13), the BMPO will work with the City of Bend to consider adoption of a formal policy.

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


Requirements

The BMPO does not currently have an adopted policy addressing discrimination against individuals with disabilities. The federal code states: No otherwise qualified individual with a disability in the United States, as defined in section 705 (20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service. During the upcoming fiscal year (FY2012-13), the BMPO will work with the City of Bend to consider adoption of a formal policy.

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

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

CERTIFIED by the Policy Board of the Bend Metropolitan Planning Organization on the 31st day of May 2012.



Mark Capell, BMPO Policy Board Chair

CERTIFIED by the Oregon Department of Transportation Region 4 on the ____ day of _____ 2012.

Bob Bryant, ODOT Region 4 Manager

CERTIFIED by the Oregon Department of Transportation Public Transit Division on the ____ day of _____ 2012.

Hal Gard, ODOT Public Transit Division Interim Administrator