
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: July 21, 2020
Time: 12:00 - 1:30 pm
Location: Virtual meeting. Participation information is provided below:

To attend using your computer or tablet, please use this link:
<https://bendoregon.webex.com/bendoregon/onstage/g.php?MTID=eac013fb5d9e7f529c597d834cfa7ee0b>

Public can view the meeting live through YouTube: https://youtu.be/pJw_rvSC_Yw

Phone Option: 1-855-282-6330, Access Code: 146 406 6815

- New to Webex? Join a test meeting here prior to the meeting:
<https://help.webex.com/en-us/nti2f6w/Webex-Meetings-Join-a-Test-Meeting>

Contact: Tyler Deke, BMPO Manager (541) 693-2113 (office), (541) 633-9298 (mobile) or tdeke@bendoregon.gov

1. **Call to Order & Introductions**.....Chair Livingston
2. **Public Comment**.....Chair Livingston

Action Items

3. **Meeting Minutes**.....Chair Livingston
Review and approve the June 16, 2020 Policy Board meeting draft minutes
(Attachment A)

Recommended Language for Motion: I move approval of the June 16, 2020 draft meeting minutes as presented.
4. **STBG Funding Application Process**.....Andrea Napoli
Background: The Policy Board directed staff to develop a funding process for projects seeking MPO STBG dollars. Staff has worked with the TAC to develop a project application. Staff will provide an overview of the development of the application and its key contents.

Attachments: Draft Application Instructions and Draft Application (Attachment B)
Action Requested: Review and consider approval of the STBG project application

5. Mobility Hubs Grant Application, Letter of Support.....Andrea Napoli

Background: The Bend Transportation System Plan and CET Transit Master Plan identify potential mobility hubs as a way to accommodate new mobility options and enhance public transportation services. Staff will be submitting a grant application for funding through the state's Transportation and Growth Management (TGM) program to refine implementation of the concept and develop a pilot project. A letter of support from the Policy Board is required.

Attachments: Draft letter of support (**Attachment C**)

Action Requested: Review and consider approval of the draft letter of support

Information & Discussion Items

6. US97 – Bend North Interchange.....Rick Williams, ODOT

Background: ODOT Region 4 is initiating work on a study to assess the feasibility of a new interchange on US97 near the Bend northern UGB. Staff will provide an update on the project and discuss upcoming work items.

Attachments: Study area map (**Attachment D**). Additional information may be provided during the meeting.

Action Requested: None. Information item.

7. Deschutes County ITS Plan.....Tyler Deke & Dave Hirsch, ODOT

Background: An update to the Deschutes County ITS Plan was recently completed. Staff will review the project groups and costs, near-term priority projects, partnership opportunities, and the implementation strategy and next steps.

Attachments: ITS Plan Executive Summary (**Attachment E**). The final plan will be posted on the following site prior to the meeting:
<https://www.bendoregon.gov/government/departments/growth-management/bend-mpo/plans-and-programs/its-plan>

Action Requested: None. Information item

8. Transportation Safety Action Plan.....Tyler Deke & Jovi Anderson

Background: Transportation Safety Action Plans (TSAPs) for the City of Bend and Deschutes County were completed in fall 2019. Staff will provide an overview of the safety data and issues.

Attachments: None. Information may be shared during the meeting. The plans are posted on the following site:
<https://www.bendoregon.gov/government/departments/growth-management/bend-metro-planning-organization/plans-and-programs/tsap>

Action Requested: None. Information item.

9. Technical Advisory Committee citizen members.....Tyler Deke

Background: At the May meeting, the Policy Board directed staff to develop an application and solicit new citizen members to serve on the Technical Advisory Committee (TAC). Staff will provide a brief update on the schedule and selection process.

Attachments: Draft application (**Attachment F**)

Action Requested: Consider initiating the process to seek new citizen members

10. Other Business.....Chair Livingston & Tyler Deke

11. Public Comment.....Chair Livingston

12. Next Policy Board Meeting

The next regular meeting of the Policy Board is scheduled for August 18, 2020 at 12 noon

13. Adjourn

Additional Attachments

Oregon MPO Consortium (OMPOC) letter to Oregon Transportation Commission (**Attachment G**)



Accessible Meeting/Alternate Format Notification

This meeting event/location is accessible. Sign or other language interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request at no cost. Please contact Jovita Anderson no later than 24 hours in advance of the meeting at (541) 693-2122, or janderson@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.

DRAFT
BEND METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD
Virtual Meeting
Minutes
June 16, 2020

Policy Board Members Present

Bend City Council: **MPO Chair** Justin Livingston, Barb Campbell (*excused: Chris Piper*)
Deschutes County Commission: **MPO Vice-Chair** Anthony DeBone
Oregon Department of Transportation (ODOT): Bob Townsend

Policy Board Alternates

County: Chris Doty, *Deschutes County Road Department Director*
State: David Amiton, *ODOT Region 4 Planning Manager*

MPO Staff: Tyler Deke, *Manager*; Jovi Anderson, *Program Coordinator*; Andrea Napoli, *Senior Planner*; Cameron Prow, *TYPE-Write II*

Visitors: Andrea Breault, *Cascades East Transit (CET)*; Gary Vodden, *BMPO Budget Committee*; Greg Bryant, *Deschutes River Woods Neighborhood Association and Citywide Transportation Advisory Committee (CTAC) Ex Officio*; Karen Swirsky, *City of Bend Growth Management*; Michel Bayard, *BMPO Technical Advisory Committee (TAC)*; Rick Williams, *ODOT Region 4*; Sid Snyder, *CTAC*

Media: None

(Agenda items appear in discussion order. The 3 digits after a motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)

1. Call to Order – Introductions

Chair Livingston called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:07 p.m. on Tuesday, June 16, 2020, without a quorum of member jurisdictions present.

2. Public Comment

None.

INFORMATION ITEMS

7. US97 – Bend North Corridor

Data: Bend North Corridor FAQs (Agenda Attachment F), project map (Agenda Attachment G), and PowerPoint

Mr. Townsend provided an overview of the goals, funding, full spine concept, and construction schedule for improvements identified in the US97 Bend North Corridor Environmental Impact Statement (2013). Construction on the US97 alignment is expected to start in 2022. Additional information including updated concept plans is available at <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229>.

ACTION ITEMS

3. Review/Approve Policy Board Minutes

Data: April 20, 2020, Joint Policy Board and TAC meeting (Agenda Attachment A), May 5, 2020, Budget Committee meeting (Agenda Attachment B), and May 19, 2020, Policy Board meeting (Agenda Attachment C)

Ms. Campbell arrived at 12:20 p.m., establishing a quorum of member jurisdictions (3 of 3).

Motion 1 (3/0/0): Ms. Campbell moved approval of the April 20, May 5, and May 19, 2020, draft meeting minutes as presented. Mr. DeBone seconded the motion which passed unanimously.

4. 2018-2021 Metropolitan Transportation Improvement Program Amendment

Data: Summary of proposed MTIP amendments (Agenda Attachment D) and PowerPoint

Ms. Anderson summarized the proposed amendment (Key 20614) to the 2018-2021 MTIP. The amendment will add STBG (Surface Transportation Block Grant) funds in the recently adopted MPO Budget and budget savings from prior fiscal years.

Motion 2 (3/0/0): Mr. DeBone moved approval of the proposed amendment to the 2018-2021 Metropolitan Transportation Improvement Plan as presented. Ms. Campbell seconded the motion which passed unanimously.

5. US97 – Bend North Interchange

Data: Draft letter to ODOT Region 4 (Agenda Attachment E) and PowerPoint

Mr. Williams outlined an ODOT Region 4 study to assess the feasibility of a new interchange on US97 near Bend's northern urban growth boundary. The study's stakeholder committee and technical advisory committee meetings will begin in July 2020 and should be finished by January 2021. Mr. Townsend stated some study information would help inform next-step funding decisions with the US97 Bend North Corridor project.

Policy Board concerns included the Robal Road connection to US97 and defining the Policy Board's oversight role.

Mr. Deke responded that Policy Board oversight would provide an engagement process for elected officials to share information about this project with the Bend City Council and Deschutes County Board of Commissioners.

Motion 3 (3/0/0): Mr. DeBone moved approval of the draft letter to Gary Farnsworth, ODOT Region 4 Manager, as presented. Mr. Townsend seconded the motion which passed unanimously.

6. Transportation Safety Action Plan – Implementation

Data: PowerPoint

Mr. Deke provided an overview of Transportation Safety Action Plan (TSAP) goals, grant funding, and process/structure. Possible higher-priority work items from the City and County TSAPs completed in fall 2019 included a regional multi-disciplinary safety committee, safety communication plans, grant funding for enhanced enforcement, portable speed reader boards, and an enhanced regional fatality review team.

Mr. Doty supported promoting a countywide safety culture (sober driving, appropriate speeds, attentive driving).

Policy Board discussion covered traffic accident metrics and scope of data.

Motion 4 (3/0/0): Ms. Campbell moved to authorize staff to pursue grant funding. Mr. DeBone seconded the motion which passed unanimously.

INFORMATION ITEMS (continued)

8. Mobility Hubs

Data: PowerPoint

Mr. Deke recapped Policy Board discussion at the May 2019 meeting about pursuing a state grant to fund planning and research into the mobility hub concept, referenced in both the draft Bend Transportation System Plan (TSP) and draft CET Transit Master Plan. Goals included identifying potential hubs to accommodate new mobility options and enhancing public transportation services.

Ms. Napoli reported she, Ms. Breault, and Ms. Swirsky were working to develop a TGM (transportation growth management) grant application to fund a mobility hub feasibility study and pilot projects.

Ms. Breault provided an overview of the multiple-hub concept, potential benefits, possible locations (Bend, regional), service planning highlights, and potential partners.

Ms. Swirsky discussed how the multi-hub concept would work with the City TSP to help reduce traffic congestion.

Policy Board concerns included the need for a southeast Bend mobility hub near the new high school, taking pressure off the Hawthorne Avenue station, and funding sources.

9. Public Comment

Ms. Breault reported CET's La Pine-Sunriver service which started on June 1, 2020, picked up a lot of riders. Mr. DeBone attributed the ridership numbers to re-opening of resorts and new housing development in La Pine.

9.5 Letter of Support

Data: Draft letter of support for City of Bend Safe Routes to School grant application

Mr. Deke said the City had requested letters of support for its Safe Routes to School infrastructure grant application by mid-July 2020. This grant would fund improvements along Neff Road to improve access to Juniper Elementary School and Pilot Butte Middle School, sidewalks on Wells Acres Road, and flashing beacon signs in school zones.

Policy Board concerns included removing the "low-income" reference in Paragraph 2, Sentence 2, and revising Sentence 2 to read: "Pilot Butte Middle School and Juniper Elementary School are both Title I schools serving a large number of students."

Motion 5 (3/0/0): Ms. Campbell moved that the Bend MPO submit a letter of support for the City of Bend's Safe Routes to Schools application as amended. Mr. DeBone seconded the motion which passed unanimously.

10. Next Policy Board Meeting

July 21, 2020, 12 noon (2nd Tuesday)

Chair Livingston asked about the Bend MPO's decision process to hold live meetings again. Ms. Anderson replied the MPO was following City guidelines. Ms. Swirsky added that, as of this morning (June 16), Bend City Council was going to live meetings but all other public meetings would stay virtual until further notice.

Vice-Chair DeBone suggested using the Barnes/Sawyer meeting room in Deschutes Service Center which has been set up for mixed live-and-virtual meetings.

Final Bend TSP Steering Committee meeting: June 18 (Thursday), 2020, 1-3:45 p.m.

11. Adjourn

Motion 6 (3/0/0): Ms. Campbell moved to adjourn. Mr. DeBone seconded the motion which passed unanimously.

With no further business, Chair Livingston adjourned the meeting at 1:30 p.m.

APPLICATION INFORMATION & INSTRUCTIONS

FFY 2021-2024 BEND MPO DISCRETIONARY FUNDS

Applications Due: XXXX



BEND MPO
Metropolitan Planning Organization

- **STBG Funds (Surface Transportation Block Grant Program)**

PURPOSE

The Bend Metropolitan Planning Organization (BMPO) is soliciting project proposals for use of Surface Transportation Block Grant (STBG) funds for federal fiscal years (FFY) 2021-2024. The MPO receives, on average, approximately \$1.2 million per year in federal STBG funds with 10% - 15% of those dollars to be allocated through this process. Priorities for the use of the MPO's STBG funds are generally established during development of the Metropolitan Transportation Improvement Program (MTIP).

The tables below identify annual STBG funding allocations contained in the 2021-2024 MTIP. Funds available for this project solicitation are identified in the tables below as "Other" Projects.

2021 STBG Estimated Allocation \$1,205,000					2022 STBG Estimated Allocation \$1,205,000				
Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity	Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity
Maintenance (Preservation & ITS)	2021	60%	\$723,000	City of Bend	Maintenance (Preservation & ITS)	2022	60%	\$723,000	City of Bend
"Other" Projects	2021	10%	\$120,500	Varies	"Other" Projects	2022	15%	\$180,750	Varies
Household survey	2021	5%	\$60,250	Bend MPO	MPO Planning/Ops/ Reserve	2022	25%	\$301,250	Bend MPO
MPO Planning/Ops/ Reserve	2021	25%	\$301,250	Bend MPO					
2023 STBG Estimated Allocation \$1,205,000					2024 STBG Estimated Allocation \$1,205,000				
Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity	Project Name	Year	% of Annual Funding	Amount (Estimated)	Entity
Maintenance (Preservation & ITS)	2023	60%	\$723,000	City of Bend	Maintenance (Preservation & ITS)	2024	60%	\$723,000	City of Bend
"Other" Projects	2023	15%	\$180,750	Varies	"Other" Projects	2024	15%	\$180,750	Varies
MPO Planning/Ops/ Reserve	2023	25%	\$301,250	Bend MPO	MPO Planning/Ops/ Reserve	2024	25%	\$301,250	Bend MPO

ELIGIBLE PROJECTS

Projects eligible for STBG funding must be within, or applicable to areas within, the Bend MPO boundary, be consistent with the Metropolitan Transportation Plan (MTP), and meet general eligibility requirements for use of federal aid dollars under Title 23 of the U.S. Code (please refer to Section D. in the FHWA link below for details). Although the Bend MPO Policy Board is responsible for selecting projects for these funds, final eligibility may be determined in consultation with FHWA, FTA, and ODOT.

The STBG program is a flexible funding source that may be used for a variety of programs and projects within the Bend MPO, such as:

- Roadway projects
- Capital costs for transit projects, purchased service
- Signal & technology projects
- Bicycle and pedestrian improvements, including trails
- Safety projects
- Planning projects
- Travel options programs (including Safe Routes to Schools)

To confirm if your project is eligible, please see Section D.1. ELIGIBILITY in the link, below:

<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

In general, STBG funds **MAY NOT BE USED** for projects on roadways classified as local or rural minor collector. There are a number of exceptions to this requirement including: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and Safe Routes to School (SRTS) projects; boulevard/roadway projects largely in the right-of-way of divided highways; and projects within the pre-FAST Act Title 23 definition of "[transportation alternatives](#)."

City of Bend Street Preservation, Maintenance, and ITS Projects

As shown in the tables on Page 2, please note that 60% of the MPOs annual STBG allocation is provided directly to the City of Bend Streets and Operations for street preservation, maintenance, and ITS projects; therefore, such City of Bend projects are excluded from this application process.

Eligible Project Sponsors

Applicable to the Bend MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

ODOT STBG Fund Exchange

Due to the requirements tied to using federal funds, and the size and cost of projects likely to be funded through this process, it is expected that applicants awarded STBG funding may choose to use ODOTs Fund Exchange Program. There are eligibility requirements and an exchange rate of .94 cents per dollar applies. Please see the [STBG Fund Exchange Program Fact Sheet](#) for more information.

Schedule *(draft note: Typical schedule, but will need to be edited to reflect TIP amendment for this first round of applications rather than TIP development, as 2021-20224 TIP has already been developed and adopted.)*

Planned schedule and summary of actions is listed below.

- Insert Mo/Yr** Start project solicitation process.
- Insert Mo/Yr** Application period closes; Bend MPO staff begins application evaluation.
- Insert Mo/Yr** Technical Advisory Committee (TAC) application workshop (optional for applicants). Opportunity to present applications. *With TAC concurrence, applicants may submit minor changes to applications by email to Bend MPO no later than Insert Date.*
- Insert Mo/Yr** TAC to review applications, evaluate projects, and make funding recommendation to the Policy Board.
- Insert Mo/Yr** Applicant presentations to Policy Board. Policy Board awards funds.
- Insert Mo/Yr** Bend MPO prepares Draft Transportation Improvement Program (TIP) *(or amendment to existing TIP)*.
- Insert Mo/Yr** Public Comment Period and TAC review of Draft TIP *(or TIP amendment)*.
- Insert Mo/Yr** Policy Board conducts public hearing, adopts Draft TIP *(or amends existing TIP)*.
- Insert Mo/Yr** Bend MPO forwards TIP project list to ODOT for Statewide Transportation Improvement Program (STIP).
- Insert Mo/Yr** TIP submitted to FHWA, FTA and to ODOT for Governor’s signature.

Project Requirements

Design and Construction Standards: Projects must meet relevant design and construction standards or demonstrate the ability to obtain a design exception, if applicable.

Project Size: There is no set min./max. award; each project will be considered on its own merit.

Matching Funds: All projects require a local match paid by the applicant or by partner organizations. The **minimum local match is 10.27 percent** of eligible project costs. Note that a local match is not required if the applicant uses ODOT's STBG fund exchange program, although an exchange rate applies (see section on ODOT STBG Fund Exchange on Page 4).

Project Selection Process and Scoring Criteria

Please refer to the Schedule on Page 3 for an outlined overview of the project application process and actions, by month and year.

Each project application will be screened for STBG program eligibility by MPO staff, and an initial project scoring will be applied based on how well the information provided by the applicant appears to support the established criteria (see table with draft criteria, below). The Technical Advisory Committee (TAC) will then be given the opportunity to review all applications and finalize the criteria-based scoring through a consensus process. The scoring will be used to **inform** the TAC's project funding recommendation to the MPO Policy Board, as other factors also apply (e.g. funding available/requested, timeframe, benefits not captured in criteria). Given the select criteria topics and the broad range of projects that are STBG eligible, it is expected that not all projects will score well despite having clear benefits. Again, the criteria scoring is simply a tool that the TAC uses in developing their funding recommendation. Applicants will be given the opportunity to present projects to the TAC and Policy Board. The Policy Board will make the final funding determination.

Final Draft, Criteria Language	Level of Priority & Max. Points
Project addresses a known safety concern, or enhances safety	Higher 6 Points Max.
Project increases system capacity, quality, and/or connectivity for multiple users (<i>drivers, cyclists, pedestrians, transit users</i>)	
Project increases system efficiency (<i>without increasing capacity or at lower cost</i>)	
Project improves transportation system or provides transportation-related benefit to those that do not drive	
Project reduces VMT and/or emissions	
Project includes cost sharing beyond match and/or includes investment from other funding sources	Lower 3 Points Max.
Project supports economic development	
Project encourages freight movement on appropriate routes (designated routes/arterials)	

APPLICATION GUIDELINES AND STEP-BY-STEP INSTRUCTIONS

Applicant Information

Provide the required information. Contact should be someone from the sponsor agency that will be able to answer questions regarding the submitted application.

Cost Estimate & Funding Requested

Provide estimate for total project cost by FFY and most applicable phase description, listing amount of STBG funds requested and amounts of other committed funds, including match. Match must come from non-federal sources. If a soft match is to be used, please note and consult with MPO staff for eligibility. Note that cost overages are not the responsibility of the MPO. Federal fiscal year begins October 1 and ends September 30.

Eligibility & Existing/New Project

Refer to Eligibility section on Page 2 and use link provided to determine if your project is a listed eligible activity. If unclear, please contact Bend MPO staff for assistance. Mark if your project is identified in an existing plan or program, and include plan name and page. Note that this is generally for information only, as not all projects will need to be in an existing plan/program. However, projects need to align with goals and policies contained in the Bend MPO Metropolitan Transportation Plan.

Description of Project

Provide information on the project need, problem to be addressed, expected outcomes and other relevant information that describes the project. Include work to be funded, such as what will be built, services provided, equipment to be purchased, or planning efforts that will be paid for with requested funds. An attachment button is provided on the last page of the application to include maps/photos/graphics.

Project Scoring Criteria & Additional Project Benefits

This section has eight focus areas, including a section to include other benefits not covered in the criteria focus areas. All criteria are based off of the Bend MPO Metropolitan Transportation Plan Goals and Objectives adopted by the TSP/MTP Steering Committee in 2018. It is up to the applicant to demonstrate how well the project supports each criterion. Include measurable objectives, if applicable (e.g.: linear feet of new ped/bike facility, crash data, transit ridership, etc.).

Submittal

TBD – description to be completed when process confirmed.

APPLICATION FOR BMPO DISCRETIONARY FUNDS

- Surface Transportation Block Grant (STBG) Program



BEND MPO
Metropolitan Planning Organization

Application Due	Month Day, Year Time
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Project Title:			
Agency Applying:			
Staff Contact:		Staff Phone:	
Staff Email:			

Cost Estimate & Funding Requested

Please provide estimate for total project cost by federal fiscal year and project phase.

PHASE	YEAR	STBG FUNDS REQUESTED	LOCAL FUNDS	OTHER	TOTAL
TOTAL					

Note: Min. 10.27% match from non-federal sources for STBG funds. No match for ODOT fund exchange, but eligibility and exchange rate applies. See Application Instructions, Page 4.

Eligibility & Existing/New Project

Is this project eligible for STBG funding? (See [D.1. Eligible Activities](#)) Yes No Unsure

Is this project included in an existing plan or program? Yes No

Plan Name (include page and project number):

Description of Project

Describe the issue being addressed and work to be funded. (Include what will be built, services provided, equipment to be purchased, planning work, etc.. Note button on Page 4 for attaching maps/photos/graphics.):

Project Scoring Criteria

A portion of the MPO’s STBG funds are awarded through a competitive selection process.* Applications are first screened for [STBG program eligibility](#) by MPO staff, and an initial project scoring is applied based on how well project application information appears to support established criteria. The Technical Advisory Committee (TAC) will finalize the project scoring through a consensus process and use it to *inform* their funding recommendation to the MPO Policy Board. Results of the criteria-based ranking are simply a tool for the TAC to use in consideration with other factors when developing their project funding recommendation. The Policy Board makes the final funding determination. *Note: 60% of STBG dollars go directly to City of Bend Streets and Operations for street preservation, maintenance, and ITS projects; therefore, such City of Bend projects are excluded from this application process.

1. Safety (if applicable)		max. 6 points
Criterion:	Project addresses a known safety concern, or enhances safety.	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

2. Multiple Users (if applicable)		max. 6 points
Criterion:	Project increases system capacity, quality, and/or connectivity for multiple users (drivers, cyclists, pedestrians, transit users).	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

3. System Efficiency (if applicable)		max. 6 points
Criterion:	Project increases system efficiency (without increasing capacity or at lower cost).	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

4. Those That Do Not Drive (if applicable)		max. 6 points
Criterion:	Project improves the transportation system or provides transportation-related benefit(s) to those that do not drive.	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

5. VMT and/or Emissions Reduction (if applicable)		max. 6 points
Criterion:	Project reduces VMT and/or emissions.	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

6. Cost Sharing / Other Funding Sources (if applicable)		max. 3 points
Criterion:	Project includes cost sharing beyond match and/or includes investment from other funding sources.	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

7. Economic Development (if applicable)		max. 3 points
Criterion:	Project supports economic development within the Bend MPO area.	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

8. Freight (if applicable)		max. 3 points
Criterion:	Project encourages freight movement on appropriate routes (designated routes/arterials).	
Describe how the project supports the criterion. (Include measurable objectives, if applicable):		

Additional Project Benefits (if applicable)	
Describe any additional project benefits.	

Insert attachment button for plans/map/photos

Insert submit button



July 21, 2020

Transportation and Growth Management Program
Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301

JUSTIN LIVINGSTON, CHAIR
City of Bend Council

Re: Bend MPO 2020 TGM Grant Application

ANTHONY DEBONE, VICE-CHAIR
Deschutes County Commission

To Whom It May Concern,

ROBERT TOWNSEND
ODOT Region 4

As Chair of the Bend MPO Policy Board, I am submitting this letter of support for the Bend MPO 2020 TGM grant application. The application, submitted in coordination with Cascades East Transit (CET) and the City of Bend, proposes a Mobility Hub Feasibility Study and Pilot Project.

BARBARA CAMPBELL
City of Bend Council

CHRIS PIPER
City of Bend Council

Recent development of the CET Transit Master Plan has identified the concept of moving from the existing 'hub-and-spoke' transit service model to a grid-based system that utilizes mobility hubs. Mobility hubs cluster transportation choices and amenities at major transit stop locations. The Bend MPO understands that initial planning work has shown that this would increase the efficiency, accessibility, and convenience of the transit system, as well as to relieve the demand on Hawthorne Station, which is experiencing land use and traffic conflicts.

TYLER DEKE, AICP
Manager

JOVI ANDERSON
Program Coordinator

ANDREA NAPOLI, AICP
Senior Planner

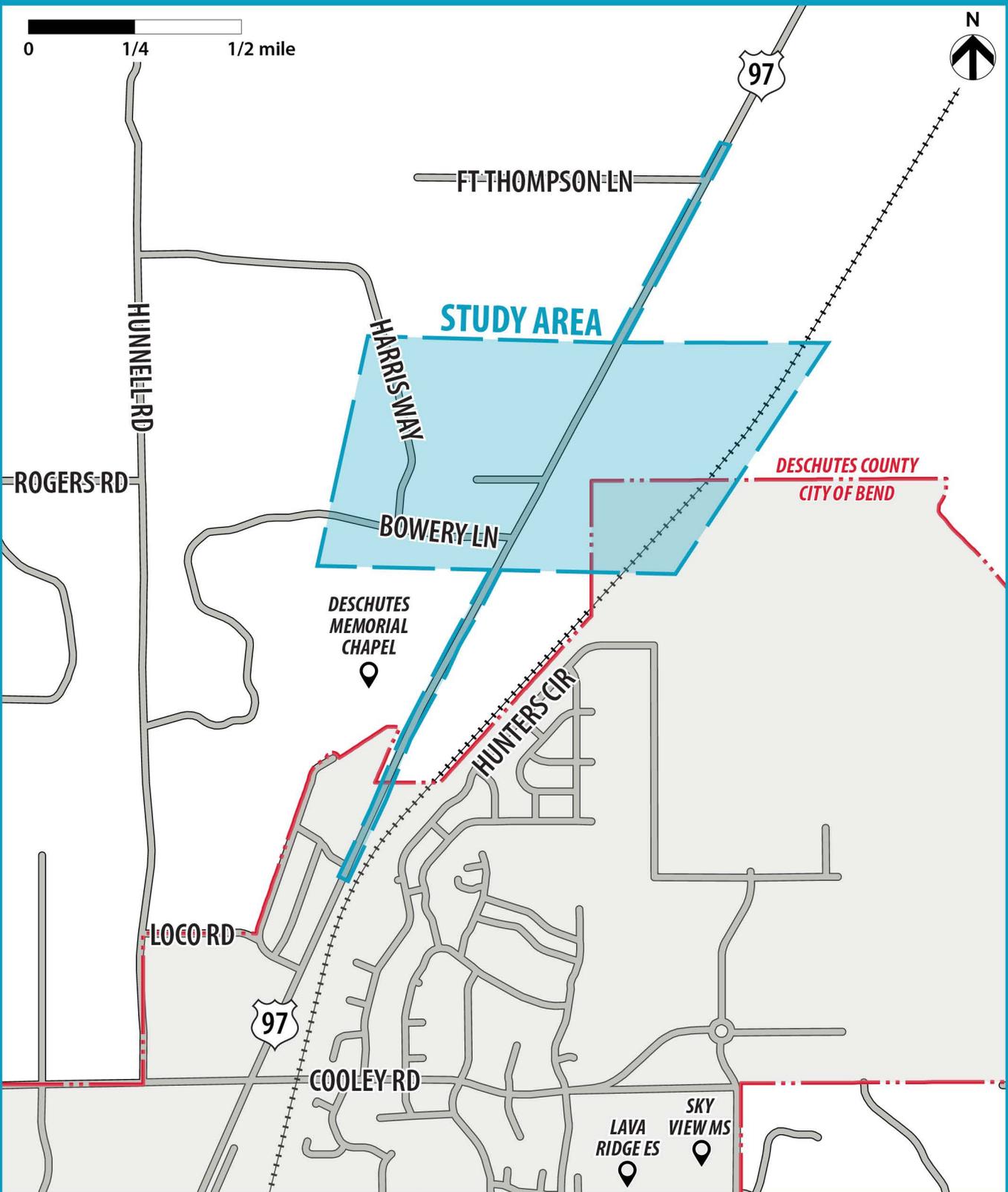
High-level, conceptual planning work has been completed and general mobility hub locations have been identified. However, because the concept of mobility hubs is relatively new - not just to Bend, but to the nation - a number of questions exist from all involved agencies regarding their implementation and management. This project is expected to establish a feasible and logical approach to implementation, with a pilot project to test that approach. The Bend MPO sees this project as a necessary next step to successful implementation of a mobility hub system in Bend.

Please let us know if you have any questions or comments.

Sincerely,

Justin Livingston, Chair

0 1/4 1/2 mile



US 97 NORTHERN INTERCHANGE STUDY AREA

Executive Summary

WHAT IS TSMO?

Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) are similar, but TSMO is the most current term and expands the scope of what we plan for beyond the physical infrastructure (ITS) to include process and system enhancements. The TSMO approach helps agencies realize the most value from their ITS investments.

Why Do We Need A TSMO Plan?

TSMO tools bolster our transportation investments by:

- ▶ Improving safety and mobility
- ▶ Measuring and managing performance
- ▶ Improving how people experience all types of travel, including walking, cycling, scooters, transit, and automobiles



“Operations strategies and a mainstreamed Operations Program can effectively address Oregon’s transportation challenges.”

—ODOT OPERATIONS PROGRAM PLAN, 2018

“Changing technology, new information systems, connected and automated vehicles, fare payment methods, and new fuels and safety features can help public transportation be more efficient and easier for riders to use.”

— OREGON PUBLIC TRANSPORTATION PLAN, 2019

“Plan, prepare for, and implement technologies (existing and new) that can affect transportation safety for all users, including pilot testing innovative technologies as appropriate.”

—OREGON TRANSPORTATION SAFETY ACTION PLAN, 2016

TSMO FOCUS AREAS FOR DESCHUTES COUNTY



Transportation Operations & Management

Actively manage transportation operations using Intelligent Transportation Systems, like new cameras, variable speed and message signs, upgraded signal hardware and software, a completed communications infrastructure, and automated performance measurement.



Traveler Information

Increase traveler access to real-time information that empowers decision making.



Incident & Emergency Management

Provide coordinated and integrated emergency response using shared data, automated real-time communications, emergency vehicle signal preemption, and scenario planning.



Data Management & Performance Measurement

Collect, analyze, and distribute data on traffic operations, safety, emergency response, and construction in a multi-agency regional data warehouse.



Maintenance & Construction Management

Reduce traveler frustration, increase safety, and manage congestion by using Smart Work Zone systems, enhanced communications, and infrastructure monitoring technology.

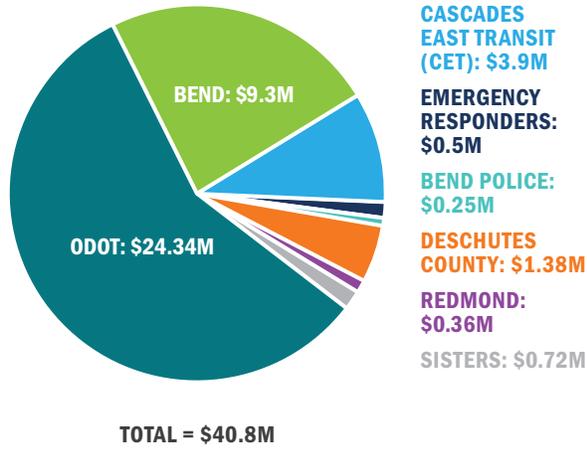


Public Transportation Management

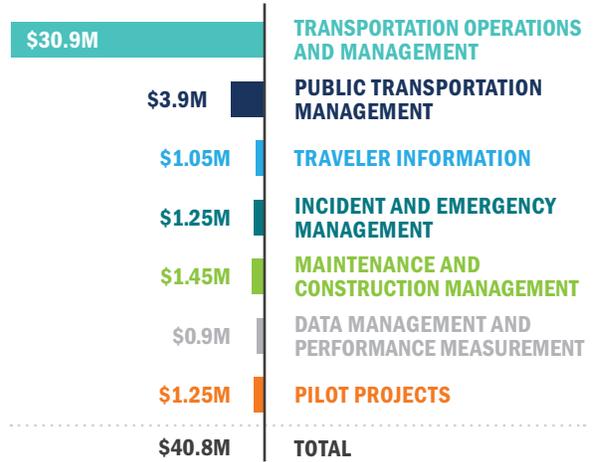
Increase the attractiveness of transit by providing more reliable service, live transit-arrival times, automated payment, transit signal priority, and well-placed park and rides.

PROJECT COSTS

By Lead Agency



By Category



ITS STRATEGY	PROJECTS (BY LOCATION)				
	REGIONWIDE	DESCHUTES COUNTY	BEND	REDMOND	SISTERS
Safe and Smart Corridor		●	●	●	
Other Transportation Operations and Management	●	●	●	●	●
Public Transportation Management	●		●		
Traveler Information	●	●	●	●	●
Incident and Emergency Management	●	●	●	●	●
Maintenance and Construction Management	●	●	●	●	●
Data Management and Performance Management	●	●	●	●	●
Pilot Projects		●	●	●	

Stakeholders

Prepared by ODOT and the Bend MPO with input from the cities of Bend, Redmond, and Sisters, as well as Deschutes County, Deschutes County 9-1-1, Mount Bachelor, CET, United States Forest Service, and the Federal Highway Administration (FHWA).

Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) Citizen Representative Membership Application



BEND MPO
Metropolitan Planning Organization

Call for applications to fill two citizen representative positions on the BMPO TAC to serve a 2 or 3 year term. Meetings are typically held the first Wednesday of each month from 10am – 12pm. Additional project specific meetings may be held.

In the next two years, BMPO tasks include the following transportation planning efforts in the region:

- BMPO Metropolitan Transportation Plan (MTP) update, incorporating:
 - Transportation Safety Action Plan (TSAP);
 - Deschutes County Intelligent Transportation Systems (ITS) Plan;
 - Bend Parkway (US 97) Facility Plan;
 - Cascades East Transit Master Plan (TMP); and
 - City of Bend Transportation Systems Plan (TSP).
- Work with partners to develop an implementation strategy for all recently completed plans
- ODOT Projects: North Interchange Analysis & Baker Road IAMP
- Update BMPO Public Participation Plan
- Performance monitoring & reporting

TAC participation, input and ideas are integral to the completion of these and other tasks. If you are interested in transportation planning in Bend, please consider applying to join this committee. BMPO meetings are open to the public. Meetings schedules can be found at www.bendmpo.org

ABOUT THE TAC

The TAC is comprised of staff members from local governments, area transportation and regional agencies, and other public agencies and organizations. The TAC also includes two citizen representatives.

The purpose of the TAC is to:

- provide technical expertise in determining work program needs and major regional transportation studies to be undertaken;
- assist in the development of plans, policies, and projects related to the regional transportation system of the BMPO area;
- provide a forum for technical critique and input on the products and processes associated with the regional transportation planning program for the BMPO area; and
- provide a coordinated, interdisciplinary technical perspective to the development and implementation of regional transportation planning activities.

Responsibilities of the TAC include:

- Annually review work program objectives, assist in development of the Unified Planning Work Program (UPWP) and make a formal recommendation to be forwarded to the Policy Board for adoption;
- Review the Metropolitan Transportation Plan (MTP), its amendments and Refinement Plans as required, recommend changes as necessary, and make a formal recommendation to be forwarded to the Policy Board for adoption;
- Coordinate and review the development and production of the Metropolitan Transportation Improvement Program (MTIP), identify appropriate amendments as necessary, and make a formal recommendation to be forwarded to the Policy Board for adoption;
- Assist in reviewing work programs and study designs and recommend priorities of technical studies to carry out work programs;
- Review plans and studies at key decision points;
- Direct technical studies as necessary; and
- Conduct other planning activities as required or requested by the BMPO Policy Board.

Policy Regarding TAC Citizen Membership

A subcommittee of the Bend MPO Policy Board reviews applications and makes a recommendation to the full Policy Board for consideration and approval. Citizen members serve 3-year staggered terms and may serve more than one term. Citizen members with four or more absences during a 12-month period may be removed from the TAC. Citizen members should reside within the Bend MPO boundary, but may reside outside if they are from areas that could become part of the BMPO, or be directly impacted by projects planned by the BMPO.

4. Please list any relevant organizations or groups of which you are a member (i.e. neighborhood group, Chamber of Commerce, etc.), and any boards, committees, or commissions to which you are appointed or have previously served.

5. Is there any other information related to your serving as a citizen member of the BMPO Technical Advisory Committee that you would like to tell us about?

Mail or e-mail completed applications to the following address:

Bend MPO
Attn: Jovi Anderson
709 NW Wall Street, Suite 102
Bend, OR 97703
Email: janderson@bendoregon.gov

July 13, 2020

Oregon Transportation Commission

Re: Allocation of Federal Funds in Excess of the FY24-27 STIP Forecast

Chair Van Brocklin and Members of the Commission:

The Oregon Metropolitan Planning Organization Consortium (OMPOC) is a partnership of all of Oregon's Metropolitan Planning Organizations (MPOs), working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population.

As the Oregon Transportation Commission (OTC) begins the process to allocate funding among categories and programs for the FY24-27 Statewide Transportation Improvement Program (STIP), OMPOC would like to address the assumption about the available level of federal funding for that STIP. While we recognize that there are challenges in forecasting the anticipated amount of federal revenues that will be available for programming in the FY24-27 STIP, the state's metropolitan planning areas do not agree with carrying forward the previous method used in the FY15-18 and FY18-21 STIP of only forecasting a ten percent reduction in federal funds from current levels. While we appreciate ODOT staff wanting to prepare for the possibility of a reduction in federal funds, Congress has repeatedly found ways to stabilize federal transportation funding, despite the potential Highway Trust Fund insolvency, and funding continues on a moderate growth trajectory. Current legislation in the House of Representatives would significantly increase authorization levels for federal transportation spending in the FY24-27 STIP timeframe.

An overly conservative forecast creates an allocation approach based on scarcity with very little flexibility. The first use of this method for the 2015-18 STIP process coincided with the elimination of a funding program accessible to local agencies and more limitations on ODOT in consideration of how to spend funds to enhance the transportation system.

OMPOC believes that a fully transparent process for allocating the FY24-27 federal funds to the categories and programs in the FY24-27 STIP, and eventually to projects and programs, requires explicit consideration of the potential allocation of federal funds in excess of the ten percent reduction baseline forecast. Historically, determination of how to use excess federal funds has occurred through a process internal to ODOT staff which has not been subject to consultation with the MPOs and other partners. These decisions have not always reflected local needs and priorities. OMPOC encourages a proactive, thoughtful, and involved process that will establish an equitable distribution of funds towards projects and programs that are ready to obligate within necessary timeframes. This includes, at a minimum, an explicit policy about the use of additional federal funds, at or above assumed

historical levels with input from ODOT's partners, if not an actual contingent allocation of those funds ahead of time.

We are committed to supporting all of the system users and addressing needs across all of the travel modes that make up Oregon's transportation system. We believe advanced consideration and cooperative development of a strategy for the potential allocation of federal funds in excess of a 10% reduction from current levels will lead to better use of these funds to address regional and state transportation priorities.

We appreciate your consideration.

Best, Oregon Metropolitan Planning Organization Consortium - OMPOC