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**AGENDA**  
**Bend Metropolitan Planning Organization**  
***Technical Advisory Committee Meeting***

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**Date:** September 2, 2020  
**Time:** 10:00 – 11:30 am  
**Location:** Virtual meeting. Participation information is provided below:

This will be an on-line meeting. To attend using your computer or tablet, please use this link:  
<https://bendoregon.webex.com/bendoregon/onstage/g.php?MTID=e5a163778ec3ef8909902a9097eb5217f>

**Note:** Google Chrome is the best web browser to access the on-line meeting

YouTube Stream Option: Link will be available prior to meeting at [www.bendmpo.org](http://www.bendmpo.org)

Phone Option: 1-855-282-6330, Access Code: 146 123 5455 (You can comment while viewing on YouTube and/or WebEx during the live meeting by calling in, Use \*3 to raise your hand so we can call on you, \*3 again to lower your hand.)

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](mailto:tdeke@bendoregon.gov)

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1. Call Order & Introductions
2. Public Comment

***Action Items***

3. Review and approve June 3, 2020 draft meeting summary (Attachment A)  
Recommended Language for Motion: I move approval of the June 2020 meeting summary as presented.
4. Bend MPO Metropolitan Transportation Plan Update, Phase 2 – Goals and Policies.....**Andrea Napoli**  
Background: The Bend MPO is beginning the second phase of its Metropolitan Transportation Plan (MTP) update, which includes finalizing the goals

and policies portion of the plan. Goals have been developed as part of the joint Bend Transportation System Plan (TSP) / MTP update process, and adopted by the TSP/MTP Steering Committee in 2018. Staff will review the goals and seek TAC guidance on development of MTP policies to align with the established goals.

Attachments: MTP Goals memo (**Attachment B**)

Action Requested: Staff is seeking direction from the TAC on how to approach establishing policies that apply to the jointly developed MTP/TSP goals, and is being asked to consider making a recommendation to the Policy Board to approve goals and policies to include in the MTP.

### ***Information & Discussion Items***

#### **5. STBG Funding Application – Project Solicitation Announcement.....Andrea Napoli**

Background: Staff worked with the TAC to develop an STBG funding application process, including project criteria and scoring. The Policy Board approved project application framework at its July meeting. Staff will review the finalized application process and schedule.

Attachments: Application Instructions and Application (**Attachment C**)

Action Requested: None

#### **6. CET Transit Master Plan update and overview.....Andrea Breault, CET**

Background: Work is nearly complete on a major update to the CET Transit Master Plan. The plan identifies service and capital improvements to grow and enhance public transportation services in Bend and throughout Central Oregon over the next 20 years. Staff will provide a project status update and an overview of the plan.

Attachments: Transit Master Plan Summary (**Attachment D**). The draft plan and supporting materials are posted on the following site:  
<http://cettransitplan.com/>

Action Requested: None. Informational update.

#### **7. 2018-2021 MTIP Amendments.....Jovi Anderson**

Background: Several administrative amendments to the Bend MPO 2018-2021 Metropolitan Transportation Improvement Program (MTIP) were processed from June 2020 to August 2020. Staff will review the changes.

Attachments: 2018-2021 Bend MTIP amendment report (**Attachment E**)

Action Requested: None. Informational update.

#### **8. Member Roundtable**

Time for TAC members to provide updates on current projects and planning efforts

**9. Public Comment**

**10. Next TAC meeting**

The next regular meeting of the Bend MPO TAC is scheduled for October 7 at 10 a.m.

**11. Adjourn**



**Accessible Meeting Information**

This meeting event and location are accessible. Sign 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. Please contact Andrea Napoli at (541) 323-8545 or [anapoli@bendoregon.gov](mailto:anapoli@bendoregon.gov). Providing at least 3 days' notice prior to the event will help ensure availability.

***DRAFT***  
**BEND METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL ADVISORY COMMITTEE**  
Virtual Meeting – Summary  
**June 3, 2020**

**1. Call to Order and Introductions**

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10:03 a.m., Wednesday, June 3, 2020, with a quorum of members present (10 of 12). Attending were:

TAC Voting Members

1. Bend-La Pine School District .....	Sharon Smith
2. Bend Park and Recreation District (BPRD) .....	Henry Stroud
3. Cascades East Transit (CET) .....	Andrea Breault
4. Central Oregon Community College (COCC) .....	Joe Viola
5. City of Bend .....	Karen Swirsky
6. Deschutes County Bike/Pedestrian Advisory Committee (DBPAC) .....	Rick Root
7. Oregon Department of Transportation (ODOT).....	Rick Williams
8. Oregon State University (OSU)-Cascades Campus .....	Casey Bergh
9. Citizen.....	Michel Bayard
10. Citizen.....	Robin Vora
11. <i>Commute Options: Brian Potwin</i> .....	<i>absent</i>
12. <i>Deschutes County: Peter Russell</i> .....	<i>absent</i>

Ex Officio Members

Bend Metropolitan Planning Organization (BMPO) Manager.....	Tyler Deke
Deschutes River Woods Neighborhood Association .....	Greg Bryant
<i>Federal Highway Administration (FHWA)</i> .....	<i>absent</i>
<i>Federal Transit Administration (FTA)</i> .....	<i>absent</i>
<i>ODOT Public Transit</i> .....	<i>absent</i>
<i>Oregon Department of Land Conservation/Development (DLCD)</i> .....	<i>absent</i>

MPO Staff

Andrea Napoli, *Senior Planner*  
 Jovi Anderson, *Program Coordinator*  
 Cameron Prow, *TYPE-Write II*

Visitors

Breanne Gale, *City of Bend Growth Management*  
 Dave Hirsch, *ODOT*  
 Dave Thomson, *Deschutes County Bike/Pedestrian Advisory Committee*  
 David Amiton, *ODOT Region 4 Planning Manager*  
 Gary Vodden, *BMPO Budget Committee*  
 Janet Hruby, *City of Bend Project Engineer-Streets*  
 Jenny Umbarger, *City of Bend Growth Management*  
 Omar Ahmed, *ODOT*  
 Robin Lewis, *City of Bend Growth Management*

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

Ms. Gale outlined WebEx meeting guidelines.

ACTION ITEMS**2. Review and Approve TAC Meeting Summary**

Data: February 5, 2020 (Agenda Attachment A)

**Motion 1** (10/0/0): Ms. Smith moved approval of the February 5, 2020, draft meeting summary as presented. Mr. Williams seconded the motion which passed unanimously.

INFORMATION AND DISCUSSION ITEMS**3. STBG Funding Application Process, Project Criteria Development**

Data: Memo – Project Selection Process for MPO STBG Funding, draft criteria; draft application instructions; and draft application (Agenda Attachment B) and PowerPoint

Ms. Napoli reviewed the project types eligible for Surface Transportation Block Grant funding, new application process, STBG funds available, draft project criteria and ranking developed by the TAC Workgroup, and next steps.

TAC members expressed concerns about the scoring system, ranking the VMT (vehicle miles traveled)/emissions) criterion higher, rationale for removing the “new technology” criterion, and examples of system efficiency.

**Motion 2** (10/0/0): Ms. Smith moved approval of the proposed STBG application as modified to increase the VMT and/or Emissions criterion priority to “High” and the maximum number of points to “7” and to delete the New Technology criterion and recommended Policy Board approval. Mr. Stroud seconded the motion which passed unanimously.

**4. Deschutes County ITS Plan**

Data: ITS Plan Executive Summary (Agenda Attachment C)

Mr. Deke reported the latest update to the Deschutes County ITS (Intelligent System Plan) was completed in April 2020. His summary included benefits, new/emerging strategies, and funding. Mr. Hirsch outlined project types/costs, deployment plan, partnership opportunities, implementation strategy, and next steps. Ms. Hruba summarized smart cities strategies.

TAC discussion covered the potential for congestion pricing.

Mr. Amiton commended staff for the great work done on this project. More information about ITS plans statewide can be found at a new ODOT website.

**5. US97 Bend North Corridor**

Data: Bend North Corridor FAQs (Agenda Attachment D), project map (Agenda Attachment E), and PowerPoint

Mr. Ahmed provided an overview of the goals, funding, full spine concept, public outreach, and next steps. Construction on the US97 alignment is expected to start in 2022. Questions about this project can be e-mailed to him at [omar.ahmed@odot.state.or.us](mailto:omar.ahmed@odot.state.or.us).

Mr. Amiton asked how this project would coordinate with and integrate pedestrian, bike, and transit elements.

**6. Bend TSP**

Ms. Swirsky provided a status report on the remaining work tasks and project timeline for adoption of the Bend Transportation System Plan in early September 2020. The final CTAC meeting was on June 2, 2020. Questions about the TSP should be directed to Ms. Swirsky.

TAC concerns included ballot options and when the final draft TSP will be available online. Ms. Swirsky recommended checking the City website one week before the final Steering Committee meeting (see below). Ms. Smith thanked Ms. Swirsky for a good job. Ms. Swirsky replied it was a large team effort.

**7. US97 Bend North Interchange**

Mr. Williams discussed a new ODOT study to identify a generalized location and a concept design for a new US97 interchange at the north end of Bend. The study intent would be to connect the extension of 18<sup>th</sup> Street through Juniper Ridge to US97. Stakeholder and technical advisory committees are being formed to represent residents in the Hunnell and Boyd Acres neighborhoods, businesses east and west of US97, and manufactured home parks in the area. The first stakeholder advisory committee meeting could begin in July 2020 with a design workshop to follow in September/October 2020. The study is expected to be completed by January 2021. He proposed using the Bend MPO Policy Board as a way to keep the City, County, and MPO informed about the study's progress.

Mr. Thomson suggested adding a bike/pedestrian representative to the stakeholder advisory committee.

**8. Member Roundtable**

Not addressed due to lack of time.

**9. Public Comment**

None.

**10. Next TAC Meeting**

July 1 (1<sup>st</sup> Wednesday), 2020, 10 a.m.

Other Meetings

- June 16 (3<sup>rd</sup> Tuesday), 2020, 12 noon – Bend MPO Policy Board
- June 18 (Thursday), 2020, 1-4 p.m. – Bend TSP Steering Committee

**11. Adjourn**

There being no further business, Mr. Deke adjourned the meeting at 11:32 p.m.

Other Data

BMPO letter of support re: Lava Lands paved path (Agenda Attachment F)



## MEMO

TO: BEND MPO TAC MEMBERS

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: AUGUST 25, 2020

RE: METROPOLITAN TRANSPORTATION PLAN (MTP) GOALS AND POLICIES

### Background

Due in part to being a single-city MPO, the Bend MPO MTP and the City of Bend Transportation System Plan (TSP) have had the opportunity to go through some aspects of their update processes jointly. This has included the development of transportation plan goals, which align very well with the MPOs federal directives. The policies that have been developed during the TSP/MTP update process, however, more directly relate to city functions and much less to a small MPO. This is due to the MPO serving primarily as a forum for cooperative planning, but stopping short of actual design, maintenance, and building of transportation projects, as well as management of facilities – which are all functions of the city. As such, policies listed in a city's TSP can have a greater level of specificity and “teeth” than those contained in an MPOs MTP. For smaller MPOs such as Bend, MTP policies will generally commit to more of a supportive and cooperative role.

For reference, pages 22-40 of the [draft Bend TSP](#) contain the TSP policies.

### Request

Staff is seeking direction from the TAC on how to approach establishing policies that apply to the jointly developed MTP/TSP goals. During the TAC meeting, staff will review a recommended approach of adding language to each of the established goals (below) which would allow the bulleted objectives to instead serve as policies for the MTP. See proposed language below in **RED**.

### MTP/TSP Goals

The following goals and bulleted objectives were developed by the TSP/MTP Citywide Transportation Advisory Committee (CTAC) and adopted by the TSP/MTP Steering Committee in 2018. All serve as the Bend TSP Goals in the draft TSP document. The language in **RED** demonstrates how the bulleted objectives could serve as policies for the MTP.

#### Goal 1:

**Increase System Capacity, Quality, and Connectivity for All Users** (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation)

**INSERT: MTP Policy – The MPO will support activities that:**

- Increase route choices and connections for all users
  - Roads: increase capacity and efficiency
  - Sidewalks: increase access and connectivity
  - Bicycle facilities: increase total miles of bike routes/facilities
  - Transit: increase transit participation

- Use technology to enhance system performance, including accessible technology (i.e. audible signals)
- Increase the number of people who walk, ride a bike and/or take transit
- Provide reliable travel times for commuters, emergency vehicles, and commercial users
- Minimize congestion
- Reduce vehicle operating and maintenance costs due to poor pavement conditions
- Emphasize asset management

**Goal 2:****Ensure Safety for All Users**

*INSERT: MTP Policy – The MPO will support activities that:*

- Reduce serious injuries and fatalities
- Maximize safe routes within and between neighborhoods and throughout the community for all users
- Design and build facilities and routes that maximize safety for pedestrians and bicyclists
- Ensure safe speeds

**Goal 3:****Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth**

*INSERT: MTP Policy – The MPO will support activities that:*

- Build new roads and upgrade existing roads to serve areas targeted for growth (prioritized opportunity and expansion areas) and job creation
- Provide access and connectivity to expanded housing supply
- Improve connectivity and route choices for commercial users

**Goal 4:****Protect Livability and Ensure Equity and Access**

*INSERT: MTP Policy – The MPO will support activities that:*

- Incorporate a complete streets approach for all new road projects and road reconstruction
- Increase Safe Routes to Schools
- Ensure that all income levels and abilities have access to the transportation option that best meets their needs
- Encourage the use of roads for their stated classification
- Keep through freight traffic on ODOT facilities

**Goal 5:****Steward the Environment**

*INSERT: MTP Policy – The MPO will support activities that:*

- Minimize the impacts of transportation system on natural features
- Minimize the impacts of system on air and water quality and noise
- Reduce carbon emissions from transportation

**Goal 6:****Have a Regional Outlook and Future Focus**

*INSERT: MTP Policy – The MPO will support activities that:*

- Coordinate and partner with other public and private capital improvement projects and local/regional planning initiatives
- Create a system that is designed to implement innovative and emerging transportation technologies

**Goal 7:**

**Implement a Comprehensive Funding and Implementation Plan**

*INSERT: MTP Policy – The MPO will:*

- ~~Coordinate in identifying~~ Identify stable, equitable, adequate and achievable funding for transportation programs and projects
- Ensure that the **MTP** financial plan and investment priorities are transparent, understandable, and broadly supported by the community
- ~~Produce a funding plan that includes contributions from residents, visitors, and businesses and~~ **Maximize the ability to leverage alternative and multiple funding sources for transportation system improvements** that delivers benefits to all users and geographies equitably and in a timely manner
- Include performance measures/benchmarks and a formal process to periodically assess progress to-date and adjust or update the plan as needed
- ~~Achieve financial stability~~

# APPLICATION INFORMATION & INSTRUCTIONS

## FFY 2021-2024 BEND MPO DISCRETIONARY FUNDS

**Applications Due: October 30, 2020**



**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 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

\*Amount pending addition of prior year unused funds.

## 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**

Planned schedule and summary of actions is listed below.

- Sept 1, 2020** Start project solicitation process.
- Oct 30, 2020** Application period closes; Bend MPO staff begins application evaluation.
- Nov 4, 2020** 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 by November 13th.*
- Dec 2, 2020** TAC to review applications, evaluate projects, and make funding recommendation to the Policy Board.
- Dec 15, 2020** Applicant presentations to Policy Board. Policy Board awards funds.
- Jan - Mar 2021** Process amendment to existing 2021-2024 Transportation Improvement Program (TIP) to include funded projects. *Note: Future application processes will align with the MPO's MTIP development.*

**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 ODOTs STBG fund exchange program, although an exchange rate applies (see section on ODOT STBG Fund Exchange on Page 4).

**Annual Reporting:** Applicants awarded STBG funds will be asked to submit a brief report annually for MPO Policy Board review. The report should include the status of the funded project and, if applicable, how it is performing relative to the purpose/need originally described in the project application.

## 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 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.

### ***Project Application Criteria***

Criteria Language		Level of Priority & Max. Points
1	Project addresses a known <b>safety</b> concern, or enhances safety	<b>Higher 6 Points Max. Each</b>
2	Project increases system capacity, quality, and/or connectivity for <b>multiple users</b> ( <i>drivers, cyclists, pedestrians, transit users</i> )	
3	Project increases <b>system efficiency</b> ( <i>without increasing capacity or at lower cost</i> )	
4	Project improves transportation system or provides transportation-related benefit to <b>those that do not drive</b>	
5	Project reduces <b>VMT and/or emissions</b>	
6	Project includes <b>cost sharing</b> beyond match and/or includes investment from <b>other funding sources</b>	<b>Lower 3 Points Max. Each</b>
7	Project supports <b>economic development</b>	
8	Project encourages <b>freight</b> 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 goals adopted by the TSP/MTP Steering Committee in 2018 (currently pending inclusion into the Phase 2 update of the BMPO Metropolitan Transportation Plan (MTP)). It is up to the applicant to demonstrate how well the project supports each criterion, and including measurable objectives is encouraged, if applicable (e.g.: linear feet of new ped/bike facility, crash data, transit ridership, etc.).

### Submittal

A submittal button is included on the last page of the application. Alternatively, you may email your completed application to [janderson@bendoregon.gov](mailto:janderson@bendoregon.gov).



# APPLICATION FOR BMPO DISCRETIONARY FUNDS

- Surface Transportation Block Grant (STBG) Program

**BEND MPO**  
Metropolitan Planning Organization

Application Due:	October 30, 2020
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<b>Project Title:</b>			
<b>Agency Applying:</b>			
<b>Staff Contact:</b>		<b>Staff Phone:</b>	
<b>Staff Email:</b>			

## 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
<b>TOTAL</b>					

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 <a href="#">D.1. Eligible Activities</a> )	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unsure
Is this project included in an existing plan or program?	<input type="checkbox"/> Yes	<input type="checkbox"/> 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.

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

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

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

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

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

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

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

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

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<b>Additional Project Benefits</b> (if applicable)
<b>Describe any additional project benefits.</b>



## Vision

Provide public transportation choices for all users that are safe, accessible, and efficient to support communities with a balanced transportation network needed for mobility, equity, and economic growth.

## Public Engagement

The Plan includes a framework for providing regional transit services over the next 20 years. An inclusive and equitable public engagement process identified community needs and involved input from people of color, those who experience disabilities, low income communities, transit riders, veterans, older adults, tribal members, educational institutions, and businesses.

## Highlights

- Deliver an equitable and accessible regional public transit service that connects to employment centers and low-income neighborhoods
- Transition from a "hub-and-spoke" system to a multi-centric model and develop mobility hubs to reduce congestion at Hawthorne Station
- Develop Enhanced Transit Corridors that support frequent service in Bend
- Improve transit stops and facilities and integrate new technologies
- Reduce transfers and increase geographic coverage & service frequency
- Invest in a smaller, more nimble bus fleet with on-board technology
- Explore opportunities to implement on-demand services such as microtransit and medical/shopper shuttles
- Pursue funding scenarios outside of grants and STIF (e.g. property tax)
- Implement consistent code recommendations for local municipalities to spur transit-supported development

## 2018-2021 Bend Metropolitan Transportation Improvement Program Amendments

ODOT Amendment Number	Key Number	Project Name	Project Description	Requested Action	MTIP Amendment Type
18-21-4131	20013	US97: Nels Anderson - Romaine Village Way	Remove existing pavement and replace with new asphalt in travel lanes, ADA ramps, and bridge work.	Split \$1M and associated MPs (132.67 - 134.84) to 21229 North Corridor Project to be delivered there. Change Name to Nels Anderson Place to Romaine Village Way. Previous name was: US97: Bowery Lane - Romaine Village Way	Administrative
18-21-4072	20357	US97: Redmond - Bend	Speed feedback signs, pavement markings, lighting, signing and striping enhancements	Slip phase for Construction from 2020 to 2021.	Administrative
18-21-4131	21229	US97 and Cooley Road (Bend) mid-term improvements	Mill and inlay new asphalt on portions of US97 N and S of Cooley. Upgrade signals to enhance ped crossing safety, reduce intersection-related high severity crashes and better operations of the system for travelling public. Widen roadway for added capacity. Construct separated multi-use bike path connections and upgrade/install curb ramps and sidewalks where needed.	Split \$1M and associated MPs (132.67 - 134.84) to 21229 North Corridor Project to be delivered there. Change Name to Nels Anderson Place to Romaine Village Way	Administrative
18-21-4058	21483	US20: Mervin Sampels - Greenwood (3rd St, Bend)	Completing pavement preservation on US 20 from Mervin Samples to Greenwood Ave. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and a bus stop.	Decrease the Construction (\$800,000) and Utility Relocation (\$325,000) phases. The funding was previously moved to the Right of Way phase.	Administrative
18-21-4047	21483	US20: Mervin Sampels - Greenwood (3rd St, Bend)	See 18-21-4058	Slip Phase for Construction from 2020 to 2021	Administrative
18-21-4117	21489	US20: 3rd St - Purcell (Greenwood, Bend)	Pavement preservation on US 20 from 3rd to Purcell. Rehab sidewalks, bike lanes, and/or pedestrian/bike paths, ADA ramps, sign improvements, adding crosswalks and bus access.	Slip the Right of Way and Utility Relocation phases to federal fiscal year 2021 for delivery.	Administrative
18-21-4120	21502	City of Bend Colorado/Arizona Couplet ATSPM	Upgrade 6 in place signals to collect high resolution data for performance measurement and support operations for access to locales such as Mt. Bachelor, Three Sisters Wilderness Area, Les Schwab Amphitheater and other destinations.	Slip Phases for Construction and Other from 2020 to 2021.	Administrative
18-21-3946	21667	US20: Ward / Hamby Rd. Intersection	Design to identify the appropriate safety improvements needed for the intersection.	Increase Right of Way to \$800,000 will reduce Preliminary Engineering to \$563,000.	Administrative

Bend MPO Amendment report period June 2020 - August 2020