

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM  
2016 GRANT APPLICATION COVER SHEET**

**APPLICATIONS DUE 4:00 PM, June 10, 2016**

<b>Type of Grant:</b>	Category 1	<b>ODOT Region (1-5):</b>	Region 4
<b>Primary Applicant Jurisdiction:</b>	City of Bend		
<b>Project Title:</b>	Bend TSP Inventory and BMPO MTP Existing Conditions Update (Phase One)		
<b>Mailing Address:</b>	710 NW Wall Street		
<b>City/Zip:</b>	Bend		97703
<b>Contact Person:</b>	Nick Arnis		
<b>Telephone/Email:</b>	541.388.5542	narnis@bendoregon.gov	

		<b>MATCH</b>	
		<b>YES</b>	<b>NO</b>
<b>Other Local Jurisdictions involved in the project:</b>	Bend Metropolitan Planning Organization(in kind)	<input checked="" type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>

**Summary Description of Project:** This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The City of Bend seeks TGM funds for Phase one of the City TSP and realizes the TGM request is much larger than ODOT Region 4 has allotted for TGM projects. The City requests continued discussion with the State about how to fund Phase one of the Bend TSP; please do not dismiss the TGM request outright because of the funding request. Reasons for the Bend Plan Update:  
The Bend TSP is a core foundational planning element of the Bend General Land Use Plan and has not had a comprehensive review and update since 2000. The City continues to experience unprecedented economic and population growth. The Bend UGB Remand project has created a need and urgency to update the TSP. The Remand project will create new urbanization patterns inside the existing UGB as well as the proposed boundary expansion areas. Importantly, the community has not had a major discussion and policy update about the transportation system. Phase one is the inventory and conditions requirements for the TSP.

**2016 TGM Grant Application Cover Sheet**

**Jurisdiction:** City of Bend

**Project Title:** Bend TSP Inventory and BMPO MTP Existing Conditions Update (Phase One)

**Budget Breakdown** (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
Develop GIS approach and implementation	\$0.00	\$40,000.00
TSP assessment of existing data and completed plans	\$0.00	\$10,000.00
Create transportation inventories	\$0.00	\$40,000.00
Create transportation conditions	\$0.00	\$40,000.00
Field and secondary data collection, inventory and system gaps	\$0.00	\$100,000.00
Identify key destinations and services used by Title VI and EJEEO populations	\$0.00	\$5,000.00
Consultant to prepare analysis and deficiencies to transportation system	\$0.00	\$25,000.00
Prepare final inventory data and adoption of inventory and deficiencies report	\$0.00	\$40,000.00
	\$0.00	\$0.00
	\$0.00	\$0.00
Total TGM Funds Requested:	\$0.00	\$300,000.00
		\$300,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$40,909.09
Match to be Provided:	\$50,000.00

**Type of Match to be Provided:**

Check at time of IGA Signing

## 2016 TGM Grant Application Cover Sheet

**Jurisdiction:** City of Bend

**Project Title:** Bend TSP Inventory and BMPO MTP Existing Conditions Update (Phase One)

### Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

#### 1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

The City of Bend Transportation System Plan is due to be updated given the Urban Growth Boundary update and the rapid growth of the City. The inventory and update to the transportation system will directly benefit transportation and land use to achieve an efficient system to serve all modes of travel. This TSP update will provide guidance to how we invest in our transportation system for the planning horizon and include policies, plans, projects and strategies that emphasize equity, accessibility, efficiency and safety. Key to the update is the recent UGB Remand project that updated housing, employment, built land inventory, proposed in fill opportunity areas, and will adopt an Integrated Land Use and Transportation Plan. These core UGB documents will set in motion how the City will urbanize; the TSP must be updated to be consistent with the UGB goals and policies.

#### 2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

Phase one of the TSP update work will be formally reviewed and adopted by the City of Bend and reviewed by the Bend MPO Board as the transportation systems inventory and deficiencies report. This report will be the basis to guide the plan and policy work for the Bend TSP work listed as phases two - four and the Bend Metropolitan Transportation Plan (MTP). Phase one work will directly link into the adoption of an updated TSP.

#### 3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners) must be submitted with the application to meet this requirement. 500 character limit.

The City of Bend Council reviewed and approved a petition to apply for the TGM grant process during the June 1, 2016 council meeting. The City Council 15-17 goals and objectives include an update the Bend TSP. A link to these goals and objectives can be found at: <http://www.bendoregon.gov/index.aspx?page=43>  
The Bend Metropolitan Planning Organization Policy Board approved the application process during the May 16, 2016 policy board meeting. Meeting details can be found at: [www.bendmpo.org](http://www.bendmpo.org)

2016 TGM Grant Application Cover Sheet

Jurisdiction: City of Bend

Project Title: Bend TSP Inventory and BMPO MTP Existing Conditions Update (Phase One)

**Certifications**

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

This application was prepared by the following compensated consultant:

Consultant Name:

*Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.*

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

**Applicant Title:**

**Printed Name:**

**Authorized Signature\*:**

\*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

I have mailed in a hard copy of my application with authorized signature.



# TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

**Instructions:** See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

**Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.**

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

**The answer fields below will expand as you type.**

ORGANIZATION NAME City of Bend, Growth Management Department	PHONE 541-388-5542
CONTACT PERSON NAME AND TITLE Nick Arnis, Growth Management Director	CONTACT PERSON E-MAIL narnis@bendoregon.gov
PROJECT TITLE Bend TSP and BMPO existing conditions update, Phase 1	

## Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

**1. Proposed Project Addresses a Need and Supports TGM Objectives Up to 40 points**

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives (as listed on pages 3-4 of the Application Packet).

The current Bend TSP was adopted in 2000. Some sections of the TSP have been updated since that time to address remand issues and local policy issues; however, the majority of the TSP is seriously out of date. Bend is the largest City east of the Cascades and one of the most rapidly urbanizing cities in the State. Since adoption of the TSP, the City’s population has grown from 52,000 to 81,000 and

there have been a number of significant factors to the City's transportation system which trigger the need for an update the TSP. These include:

- Significant population and employment increases;
- TSP was created prior to the current Oregon Highway Plan (2015 amendments) and the Oregon Transportation Plan (2006);
- Inclusion of the City into a Metropolitan Planning Organization (MPO) in 2002;
- TSP has a planning horizon that is not concurrent with the MPO's transportation plan;
- Creation of a Public Transportation System (Bend MPO Public Transit Plan, 2013);
- Update of the MPO's 2040 Metropolitan Transportation Plan in 2014 (partial update, some chapters were not updated due to the Bend Urban Growth boundary work in process during this update);
- Several very large capital improvement projects were constructed, including the completion of the Bend Parkway (Highway 97), the Healy Bridge (Southern Bridge Crossing), the Westside Transportation Consortium, the Murphy Road Overcrossing, and the Transportation General Obligation Bond;
- Completion of two area plans: Central District and Central Westside (both funded with TGM grants);
- Proposed Expansion of the City's UGB by 2,240 acres in 2016 and new housing, employment and urbanization policies;
- Creation of an Integrated Land Use and Transportation Plan as part of the UGB expansion to demonstrate how the City will reduce per capita vehicle miles traveled; and
- Bicycle and walking priority projects and improvement areas identified within the core area of the city to connect residential to services and employment

## 2. Proposed Project is Timely and Urgent

**Up to 25 points**

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

The City expects to conclude its UGB expansion work by September 2016 and submit to the State for review. Once the UGB work is done, the City must update its TSP, which is significantly out of date for the reasons outlined above, the TSP must be updated to support the UGB policies and growth patterns.

An update to the TSP is necessary to ensure compliance with the Transportation Planning Rule and

coherence with the City's updated Comprehensive Plan and Capital Improvement Program as well as the MPO transportation plan. Except for the Financial Plan (which was acknowledged in 2011) the remainder of the TSP will meet its 20-year planning horizon in less than 5 years. The TPR requires a 20-year planning horizon. Bend is the largest and most urban city east of the Cascades and likely has the most out of date TSP. Again, in order for Bend to reach the urbanization goals that it has recently set as part of its UGB expansion, the TSP must be updated.

### **3. Proposed Project Approach is Reasonable**

**Up to 20 points**

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

It is expected that the update of the TSP will be a significant, multi-year effort. Our goal is to begin to bring the Bend TSP into alignment with the MPO Transportation Plan (MTP), particularly in terms of boundary and planning horizon year. The MTP will be funded through the MPO.

Because of the expected extent of the project, we propose a phased approach, beginning with Phase 1 in 2017 (the expected year of the TGM Grant award), using the ODOT Transportation System Planning Guidelines for TSP updates, Phase 1 would consist of :

- 1) Assessing the existing Transportation System Plan to identify issues that need to be addressed in an update. It is anticipated that the majority of the TSP will need to be rewritten.
- 2) Updating the transportation system inventory, including:
  - Streets
  - Public transportation
  - Rail
  - Bicycle and pedestrian
  - Air, and pipeline
  - Model Scenario
  - Proposed UGB land use designations
  - Locational characteristics of minority and low-income populations, and
  - Natural resources.
- 3) Describing current conditions and identifying existing deficiencies, using the results of the inventory and the MPO's existing transportation model.
- 4) Integrate the Bend MPO Metropolitan Transportation Plan (MTP) existing conditions update with this effort to complete this task with minimal duplication of efforts, jointly updating the TSP and MTP inventory and existing conditions will create a collaborative update to gain efficiencies and save time and utilize limited funding for the TSP update project.

Proposed additional phases of the work are described below in the timeline. A brief description of each phase follows. The phases are dependent on City Council direction and resources.

# Bend TSP and MTP Update Schedule



**Phase One --- Inventory and Conditions:**

The City is requesting TGM funding for Phase one in order to assess the TSP and MTP for review of outdated information, and conduct an inventory and conditions report. Phase one includes merging the MPO plan as much as possible with the City TSP. This Phase lays the data and inventory foundation for the TSP and MTP. The City does not currently have a robust Geographic Information System (GIS) data and management for the transportation system.

**Timeframe:** Begin Summer 2017-Ends Winter 2018

**Expected Cost:** \$350,000

**TGM request:** \$300,000

City of Bend cash match \$50,000

Internal MPO staff time (in-kind) for coordination, data preparation and assessment. \$75,000

**Deliverables:**

- Draft data inventory and conditions report as required by the TPR
- Create a GIS data base for the TSP and MTP
- Draft existing conditions and deficiencies as required by the TPR

**The following proposed phases are contingent on City Council direction and resources to perform the TSP update and are listed here as general in approach and methods. The City may apply for additional TGM funds for all or parts of Phases three and four. The City anticipates funding Phase two.**

**Anticipated Phase Two --- Develop Plan :**

Phase two will begin concurrently with Phase one. Phase two will continue the work by incorporating the findings of the inventory and existing conditions into the TSP and MTP. The critical objective of Phase two is to determine and conduct the public stakeholder and public involvement strategy. This Phase is will involve broad and specific public outreach approaches with the community to define, propose, and recommend goals, policies and strategies for the TSP. The phase will provide direction for the next phases of the TSP and MTP update and set in motion how the transportation plans are developed.

**Timeframe:** Begin Winter 2017 – End Summer 2017

**Expected Cost:** \$100,000 - \$200,000

**General Deliverables:**

- Public outreach strategy and results
- Approach and strategy for continued TSP and MTP update
- Draft TSP plan development

**Anticipated Phase Three -- Create the Plan:**

Phase three will incorporate the public stakeholder and community guidance to amend the TSP into a draft for review. There are elements of Phase three that could begin as Phase two is finishing such as forming the outline of the TSP and incorporating the deliverables from Phase one. The primary intent of Phase three is to create the draft TSP. The phase will likely go into policy and planning strategies for ongoing and consistent transportation funding, develop policies for transportation performance measures with a deep review of the ODOT and City mobility standards and road classifications, and Capital Improvement priorities.

**Timeframe:** Begin Fall 2017- End Winter 2018

**Expected Cost:** \$500,000 - \$600,000

**Deliverables:**

- Public outreach strategy for Phase three
- Draft TSP document that includes:
- Goals, policies, and strategies
- Updated inventories and conditions (phase 1 work)
- Modal project priorities
- Funding strategies
- Performance measures
- Updated transportation model scenarios

**Phase Four – Adoption:**

Phase four will adopt and begin the implementation of the TSP.

**Timeframe:** Begin Winter 2018

**Expected Cost:** \$200,000 - \$300,000

**Deliverables:**

- Planning Commission and City Council adoption work sessions and hearings
- Draft TSP Plan
- Ordinances and codes as needed
- Public outreach adoption strategy

**4. Proposed Project has Community Support**

**Up to 5 points**

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

The UGB work over the last several years has created a great deal of support for the concepts of complete communities, in-fill opportunity areas and transportation alternatives. It is expected that an update to the TSP will have similar support and interest in implementation. The current City Council goal is to *Improve the Transportation System to move people in a safe, accessible and cost effective manner*. The City continues to face on-going and persistent issues with how to fund the transportation system that includes maintenance, transit, bikes, walking, and Accessibility requirements.

LIST ATTACHED LETTERS OF SUPPORT
1. City of Bend
2. Bend Metropolitan Planning Organization
3. Click here to enter text.
4. Click here to enter text.
5. Click here to enter text.
6. Click here to enter text.
7. Click here to enter text.
8. Click here to enter text.

**5. Proposed Project Sponsor Readiness and Capacity**

**10 Points**

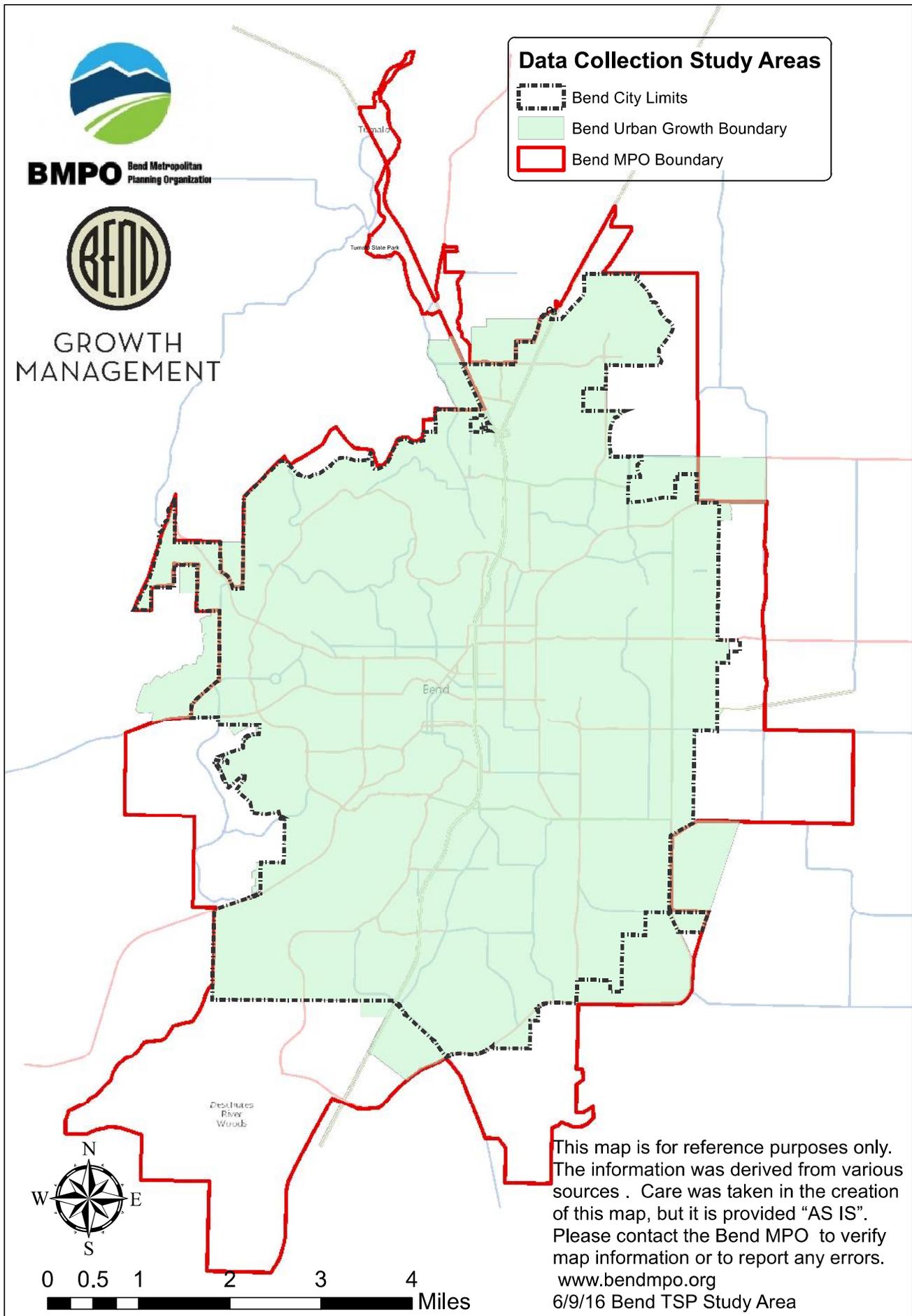
The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

The update of the Transportation System Plan is a 2015/2017 City Council goal. The City’s Growth Management Department (GMD) brings together the city’s long range planning and transportation staff, including MPO staff, to manage projects of a long-term nature including land use, public facility and transportation planning. The City has demonstrated its capability to successfully manage and complete large scale and complex projects with a UGB expansion as well as the completion of the Central Westside Plan (CWP). With those projects nearing completion, the GMD anticipate that its next major task will be the TSP update, and has the resources, staff, and experience to successfully complete the project.

Previous TGM grants for the City of Bend include the following.

- 4H-94 Multi-Modal Pedestrian/Bike System
- 4E-97 Northeast Bend Neighborhood Refinement Plan
- 4A-01 Westside Corridor Plans
- 4B-05 Central Area Plan – Part 2
- 4A-12 Central District Multi-Modal Mixed-Use Plan Update
- 4A-13 Integrated Land Use and Transportation Plan – Central Westside Plan (CWP)

# Bend Study Area - TSP Update Data Collection Phase One 2016-17



## RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1.  The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women  
 Persons with Disabilities  
 African-Americans  
 Hispanics  
 Asians or Pacific Islanders  
 American Indians  
 Alaskan Natives

2.  The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- Women  
 Persons with Disabilities  
 African-Americans  
 Hispanics  
 Asians or Pacific Islanders  
 American Indians  
 Alaskan Natives

3.  The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 9 day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

  
\_\_\_\_\_  
Signature  
Printed Name: Nick Arnis  
Title: Director, City of Bend Growth Management

<sup>1</sup> "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.



**BMPO** Bend Metropolitan  
Planning Organization

**BEND METROPOLITAN PLANNING ORGANIZATION**

709 NW Wall Street, Suite 102, Bend, OR 97703

www.bendmpo.org

June 6, 2016

Dear Members of the Transportation Growth Management Program review panel,

ANTHONY DEBONE, CHAIR  
*Deschutes County Commission*

DOUGLAS KNIGHT, VICE-CHAIR  
*City of Bend Council*

BARBARA CAMPBELL  
*City of Bend Council*

NATHAN BODDIE  
*City of Bend Council*

GARY FARNSWORTH  
*ODOT Region 4*

TYLER DEKE, AICP  
*Manager*

JOVI ANDERSON  
*Program Technician*

The Bend Metropolitan Planning Organization (BMPO) Policy Board reviewed and approved the joint application to the TGM grant project to update Transportation System Plan and Existing Conditions chapter of the Metropolitan Transportation Plan during the May 16, 2016 Policy Board meeting.

The purpose of the joint grant proposal is to implement Phase 1 of the City of Bend Transportation System Plan (TSP) and BMPO Metropolitan Transportation Plan (MTP) inventory of existing conditions. A comprehensive system inventory has not been done since 2007 in the MPO or the city of Bend. A clear understanding of the deficiencies in the Bend area transportation system will provide a basis for a prioritized capital improvement program that will benefit all who use our transportation system.

Please consider this joint application to create efficiencies in planning work and provide a framework for an innovative transportation plan in and around Bend.

Sincerely,

Anthony DeBone  
Chair  
Bend MPO Policy Board



## CITY OF BEND

June 6, 2016

Oregon Department of Transportation  
Oregon Department of Land Conservation and Development  
Transportation Growth Management Grant Program  
ODOT Mill Creek Building  
555 13th Street NE, Suite 2  
Salem, OR 97301

TGM Program Managers,

The City of Bend is applying for the 2016-2018 Transportation Growth Management (TGM) grant cycle to update the Transportation System Plan (TSP). This project is a priority for our community and is a city council goal and objective. The project was reviewed and approval was granted to apply for this funding during the June 1, 2016 City of Bend City Council meeting.

As the largest metropolitan area east of the Cascades with exponential growth since our last TSP update, this project is a high priority for our community members and is needed to create a transportation system for Bend that will serve our community and visitors alike.

Please consider this application for approval to assist in providing a comprehensive plan that meets state guidelines and benefits our community.

Sincerely,

Eric King  
City Manager  
City of Bend

710 NW WALL STREET  
PO BOX 431  
BEND, OR 97709  
541-388-5505 TEL  
Relay Users Dial 7-1-1  
541-385-6676 fax  
bendoregon.gov

MAYOR  
Jim Clinton

MAYOR PRO TEM  
Sally Russell

CITY COUNCILOR  
Nathan Boddie  
Barb Campbell  
Victor Chudowsky  
Doug Knight  
Casey Roats

CITY MANAGER  
Eric King