

# **APPENDIX A**

## **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Compliance Matrix**

**Achieving SAFETEA-LU Compliance  
Bend Metropolitan Planning Organization  
Final – August 2, 2007**

SAFETEA-LU Requirement		General Expectation	Recommendations for SAFETEA-LU Compliance
			<b>Name of MPO: BMPO</b>
1.	Metropolitan Transportation Plan Cycle	Maximum Plan Cycles: 4 Yr Plan Air Quality Areas 5 Yr Plan Otherwise	<p><i>Current status: SAFETEA-LU compliant plan (2007-2030 MTP) adopted on June 27, 2007.</i></p> <p><b>Recommendation: Next major plan update would be scheduled for completion in June 2012. Several local projects (including but not limited to the City of Bend UGB expansion, US97 North Corridor EIS, S Parkway IAMP, and the Juniper Ridge Master Plan) could necessitate a major update in the next 1-2 years.</b></p>
2.	MTIP Cycle and Scope	Max MTIP Cycle = 4yrs Min MTIP Scope = 4yrs	<p><i>Current status: 2006-2009 MTIP adopted June 16, 2005. MTIP has 2 year cycle and 4 year scope.</i></p> <p><b>Recommendation: Next MTIP (2008-11) will have 4 year scope and 2 year cycle (consistent with ODOT). Scheduled for adoption in September/October 2007 (will be SAFETEA- LU compliant)</b></p>
3.	Air Quality Conformity	Designated air quality non-attainment areas must prepare conformity determinations for the plan and MTIP.	<p><i>Current Status: Not applicable to the BMPO (not a designated air quality non-attainment area)</i></p> <p><b>Recommendation: Not applicable</b></p>
4.	Environmental Mitigation	Plans must identify environmental resources; discuss mitigation issues and activities; and document supporting consultation with	<p><i>Current status: The 2007-2030 MTP includes an Environmental Considerations chapter. The chapter identifies natural, historic, and cultural resources, mitigation issues, policies, and recommended actions. The chapter also identifies data gaps and recommended next steps. The draft chapter was presented to the ODOT Collaborative Environmental Transportation Agreement for Streamlining (CETAS) group at their May 2007 meeting. Additionally, several meetings were held with local resource agencies (ODFW, USFS, ODEQ, County Historic Resources Planner, etc).</i></p>

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		relevant Federal, State, wildlife, land management, and regulatory agencies.	<p><i>The Technical Advisory Committee currently includes representatives from the Department of Land Conservation and Development and the Oregon Department of Environmental Quality.</i></p> <p><b>Recommendation: As possible, the BMPO will expand consultation to include applicable federal and state agencies and others. Other agencies within the region are currently evaluating storm water issues, including green streets. As that work is completed, the BMPO will consider inclusion of applicable elements in the MTP.</b></p>
5.	Expanded Consultation	Expand existing consultation of the Plan to include State and local agencies responsible for land use mgmt, natural resources, environmental protection, conservation and historic preservation.	<p><i>Current status: BMPO currently coordinates with the City of Bend, Deschutes County, DLCD, ODEQ, Bend-La Pine Schools, Central Oregon Community College, and the Central Oregon Intergovernmental Council.</i></p> <p><i>Consultation with regards to land use occurs in a variety of ways. MPO staff has been involved in the City of Bend Urban Growth Boundary (UGB) expansion planning process and Urban Reserves (UR) planning process. This has included the identification of potential future mixed-use sites and multi-modal transportation system improvements. After the UGB and UR expansions are completed, MPO staff will be involved in further evaluating the impacts of potential mixed-use sites and multi-modal corridors.</i></p> <p><i>There is policy language on environmental resources and associated activities in the MTP. There are policies and related strategies dealing specifically with consulting with state and federal agencies, including natural resource agencies.</i></p> <p><i>Consultation during MTP development included a presentation to and discussion with the ODOT Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) group and meetings with the ODFW, USFS, and ODEQ. Additionally, letters and e-mail messages were sent and phone calls were made to the USDA Forest Service, Bureau of Land Management, U.S. Environmental Protection Agency, US Fish and Wildlife, US Army Corps of Engineers and many other local, state, and national agencies. The letters explained the role of the MTP, SAFETEA-LU's guidance for consultation in the area of environmental mitigation, and ways in which the MTP could meet consultation expectations with natural resource agencies.</i></p>

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			<b>Recommendation: BMPO will expand existing consultation to include applicable federal, state, and local agencies, commissions, and special districts.</b>
6.	Planning Factor: Promote consistency with State and local planned growth and economic development patterns.	Planning process and plan must consider projects and strategies that will promote consistency with growth and development patterns.	<p><i>Current status: This is standard practice for the BMPO. BMPO staff has been involved in the City of Bend UGB and UR planning processes. BMPO staff will be involved in future evaluations of potential mixed-use centers and multi-modal corridors in the UGB and UR area. The MTP also identifies the importance of transportation to the economic vitality of the region.</i></p> <p><b>Recommendation: Continue with current practice</b></p>
7.	Planning Factor: Increase the security of the transportation system for motorized and non-motorized users.	Planning process and plan must consider projects and strategies that will increase the security of the system for its users.	<p><i>Current status: The adopted 2007-2030 MTP includes a Security chapter. The chapter identifies potential issues, policies, and recommended actions. The chapter also identifies data gaps and recommended next steps.</i></p> <p><i>The MTP and its associated policies recognize the importance of planning, building, operating and maintaining the transportation system so that it is secure for all modes and all system users. The MTP recognizes that it is especially important to be consistent with the leadership of federal, state and local homeland security entities and recognizes the need to deter, detect, defend and design in order to protect transportation facilities and users.</i></p> <p><b>Recommendation: As additional information and guidance becomes available, updates will be made to the Security chapter. Additionally, BMPO staff will evaluate opportunities for better involvement in local, regional, and statewide security planning efforts.</b></p>
8.	Planning Factor: Increase the safety of the transportation system for motorized and non-motorized users.	Planning process and plan must consider projects and strategies that will increase the safety of the system for its users.	<p><i>Current status: The adopted 2007-2030 MTP includes a Safety chapter and Existing Conditions chapter. The Safety chapter identifies potential issues, policies, and recommended actions. The chapter also identifies data gaps and recommended next steps. The Existing Conditions chapter includes a detailed assessment of crash data from throughout the study area and identifies high crash locations.</i></p> <p><i>Safety is a primary goal for the BMPO and its member agencies. ODOT places safety</i></p>

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			<p>for users of the transportation system at the highest level of its plan priorities. The City of Bend has an active Traffic Safety Advisory Committee and Safe Routes to Schools advisory committee.</p> <p>Additionally, the City of Bend has a policy to implement roundabouts instead of signals unless it can be shown that a roundabout is not feasible. The City now has an almost equal number of roundabouts and signals. Crash data indicate that crash rates and crash severities are far lower at roundabouts.</p> <p>The MTP recognizes safety as a critical challenge. While the overall safety numbers are improving in Oregon, attention to safety must always be a priority.</p> <p>BMPO staff is also tracking development of the ODOT Strategic Highway Safety Plan (SHSP). When completed, BMPO staff will evaluate opportunities for incorporating applicable components of the SHSP into the MTP.</p> <p><b>Recommendation: The City of Bend is considering funding a series of corridor safety audits. As that discussion progresses, BMPO staff will participate and help identify corridors for study, funding opportunities, and ultimately implementation strategies. Additionally, BMPO staff will evaluate opportunities for better involvement in local, regional, and statewide safety planning efforts.</b></p>
9.	Operational and Management Strategies	The plan should specifically address the identification and implementation of TSM/TDM strategies.	<p>Current status: The adopted 2007-2030 MTP includes a Transportation Systems Management chapter and a Transportation Demand Management chapter.</p> <p>Systems management seeks to improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management. The chapter identifies potential issues, policies, and recommended actions. It also identifies data gaps and recommended next steps. There is also an ITS Plan for central Deschutes County. Much of the content of the ITS Plan was incorporated in the TSM chapter.</p> <p>The TSM chapter promotes removing barriers and bringing innovative solutions together so that the transportation system functions as smoothly as possible. Effective management of the transportation system between jurisdictions and system providers</p>

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			<p>is also critical to achieving the goal of efficient system management and operations. System optimization is also identified in the chapter.</p> <p>The TDM chapter discusses new approaches to implementing demand management techniques. It also includes a lengthy list of policies encouraging demand management at many different levels.</p> <p>The MTP recognizes the growing challenges of increased system demands and growing congestion coupled with limited funding for transportation system improvements. These challenges make it vital to effectively manage and operate existing infrastructure as a way to optimize the system.</p> <p><b>Recommendation: The regional ITS working group will be reconvening in FY07-08 to review the ITS Plan and identify needed updates and implementation options. If that plan undergoes significant revisions, the MTP will be amended as needed. Additionally, rapidly escalating project costs will greatly limit capacity improvements in the coming years. Opportunities for maximizing operational and management strategies will be critical. BMPO staff will work with member agencies/jurisdictions to identify operational and management strategies.</b></p> <p><b>Additionally, funding has been programmed for the first phase of the highest priority project identified in the ITS Plan. That project (Central Signal System) could provide significant operational improvements throughout the study area. BMPO staff will track that project and work with the project team to identify funding opportunities to fully implement the project.</b></p>
10.	Public Participation Plan	MPOs are to develop, adopt and utilize "participation plans". These plans are to: <ol style="list-style-type: none"> <li>1. Provide reasonable opportunities for</li> </ol>	<p><i>Current status: The BMPO developed a draft Public Participation Program (PPP) in FY06-07. That draft plan was reviewed by the Citizen Advisory Committee and the Policy Board. It was also posted on the BMPO website. The Policy Board opened the public comment period on the draft plan. At the same time, other MPOs in Oregon developed and adopted PPPs during FY06-07. Those plans contain a series of best practices for public participation. The draft PPP was not adopted. Staff determined it was best to update the draft PPP to include these best practices from other MPOs. The BMPO PPP should be completed and adopted during the first quarter of FY07-08.</i></p>

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		<p>interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and TIP;</p> <p>2. Be developed in consultation with all interested parties; and</p> <p>3. Afford participants an opportunity to comment on the plan and MTIP prior to approval.</p>	<p><i>The MTP development process provided frequent and accessible opportunities for all interested parties to participate and provide comments on the draft MTP chapters. Many opportunities were presented through the BMPO committee process – Policy Board, Technical Advisory Committee, and Citizen Advisory Committee. Representatives of various stakeholder groups including public agencies such as the Department of Land Conservation and Development, members of the freight community, transportation demand management representatives, and many other interested parties serve on these committees. A complete list of committee members is available in the MTP.</i></p> <p><i>The OTP underwent a public outreach and review process. Staff made presentations during initial MTP development to a few interested groups. Staff provided public notification announcing completion of draft chapters, the public hearing process, and adoption. These notifications were provided to local and regional media, public agency staff, interested private sector parties, and interested citizens.</i></p> <p><i>Draft components of the MTP were posted on the BMPO website during the planning process. The website contained the draft chapters, maps, committee meeting information, and contact information.</i></p> <p><i>In addition to feedback at the meetings, staff received written comment (letters and emails) from public agencies and a few interested parties. BMPO staff updated the MTP in response to the comments received.</i></p> <p><i>Public notice of the public hearing was distributed to interested parties. The BMPO Policy Board received additional comments at public hearings held on June 21 and June 27, 2007. The BMPO Policy Board adopted the MTP on June 27, 2007.</i></p> <p><b>Recommendation: Update the draft PPP to include the best practices included in other PPPs. Hold a public review and comment period and adopt the PPP in the first quarter of FY2007-08.</b></p>
11.	Public Meetings	In carrying out the public participation	<p><i>Current status: This is standard practice for the BMPO. Much of the MTP outreach process occurred at regularly scheduled meetings for the various BMPO committees.</i></p>

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		plan, public meetings are to be conducted at convenient and accessible locations at convenient times.	<p><i>Meetings of the Policy Board and Citizen Advisory Committee are held in the late afternoon and early evening, respectively. These meetings are held in accessible locations.</i></p> <p><i>Additionally, "Accessible Meeting Information" is included on the meeting agendas for all BMPO meetings. The information indicates that the meeting location is physically accessible, that communication or other accommodations for people with disabilities will be made upon advance request. The information also identifies a process and contact information to request accommodations.</i></p> <p><b>Recommendation: Continue with current practice</b></p>
12.	Process to provide reasonable comment opportunities to expanded list of interested parties.	MPO to provide representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled with reasonable opportunity to comment on transportation plan.	<p><i>Current status: The BMPO developed a draft Public Participation Program (PPP) in FY06-07. That draft plan was reviewed by the Citizen Advisory Committee and the Policy Board. It was also posted on the BMPO website. The Policy Board opened the public comment period on the draft plan. At the same time, other MPOs in Oregon developed and adopted PPPs during FY06-07. Those plans contain a series of best practices for public participation. The draft PPP was not adopted. Staff determined it was best to update the draft PPP to include these best practices from other MPOs. The BMPO PPP should be completed and adopted during the first quarter of FY07-08.</i></p> <p><i>The MTP development process provided frequent and accessible opportunities for all interested parties to participate and provide comments on the draft MTP chapters. Many opportunities were presented through the BMPO committee process – Policy Board, Technical Advisory Committee, and Citizen Advisory Committee.</i></p> <p><i>Key staff and members of the regional Bicycle and Pedestrian Advisory Committee (BPAC) are also members of the Technical Advisory Committee. Development of the Bicycle and Pedestrian chapter was closely coordinated with and linked to the city, county, and parks and recreation district bicycle and pedestrian planning efforts.</i></p> <p><i>The MTP underwent a public outreach and review process. Staff made presentations during initial MTP development to a few interested groups. Staff provided public notification announcing completion of draft chapters, the public hearing process, and adoption. These notifications were provided to local and regional media, public agency</i></p>



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			<p>staff, interested private sector parties, and interested citizens.</p> <p>Draft components of the MTP were posted on the BMPO website during the planning process. The website contained the draft chapters, maps, committee meeting information, and contact information.</p> <p>In addition to feedback at the meetings, staff received written comment (letters and emails) from public agencies and a few interested parties. BMPO staff updated the MTP in response to the comments received.</p> <p>Public notice of the public hearing was distributed to interested parties. The BMPO Policy Board received additional comments at public hearings at meetings held on June 21 and June 27, 2007. The BMPO Policy Board adopted the MTP on June 27, 2007.</p> <p><b>Recommendation: Update the draft PPP to include the best practices included in other PPPs. Hold a public review and comment period and adopt the PPP in the first quarter of FY2007-08.</b></p>
13.	Visualization Techniques	Development of the transportation plan and MTIP shall, to the maximum extent practicable, employ visualization techniques.	<p><i>Current status: The BMPO currently employs a variety of visualization techniques such as: GIS, PowerPoint, newspaper display ads, etc. A variety of visualization techniques were used to develop and present the MTP transportation needs information, financial analysis and policy implications. This included maps, tables, diagrams, charts and figures to illustrate a result or concept.</i></p> <p><i>The regional transportation model was used to identify future needs and possible future improvement options. Model plots were used to show the outputs of the model and helped convey future issues to the Policy Board, other committees, and the public.</i></p> <p><i>System maps were developed for the existing conditions report and the environmental considerations chapter. The maps show locations of various transportation facilities including airports, highways, bike lanes, sidewalks, and railroads. The maps also show many aspects of the natural and cultural environments.</i></p>

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			<p><i>The current practice of using visualization techniques for planning activities is increasing. In the future, additional maps and other visualization tools should be readily available to policy makers and the public.</i></p> <p><b>Recommendation: The BMPO will continue with the current practice and evaluate other options (e.g. before/after images and simulations).</b></p>
14.	Electronic access to plans	MPOs should publish and make available on the internet its plans and MTIP. MPOs shall also make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate.	<p><i>Current status The BMPO has a website where the public can access Policy Board and committee materials, the MTIP and the completed MTP:  <a href="http://www.ci.bend.or.us/depts/community_development/bend_metropolitan/index.html">http://www.ci.bend.or.us/depts/community_development/bend_metropolitan/index.html</a></i></p> <p><i>The site provided convenient opportunities for contacting staff and providing comments on the MTP. The adopted MTP is located on the website, along with some support materials developed for the MTP which may be of interest or useful for other applications.</i></p> <p><b>Recommendation: The BMPO will continue to keep the website up-to-date. The BMPO will also be updating the layout and format of the website to insure compliance with the requirements of the ADA.</b></p>
15.	Electronic publication of plan	MPOs shall publish or otherwise made readily available for public review transportation plans including (to the maximum extent practicable) in electronically accessible formats such as the World Wide Web.	<p><i>Current status The BMPO has a website where the public can access Policy Board and committee materials, the MTIP and the completed components of the MTP,  <a href="http://www.ci.bend.or.us/depts/community_development/bend_metropolitan/index.html">http://www.ci.bend.or.us/depts/community_development/bend_metropolitan/index.html</a></i></p> <p><b>Recommendation: The BMPO will continue to keep the website up-to-date. The BMPO will also be updating the layout and format of the website to insure compliance with the requirements of the ADA.</b></p>
16.	Congestion Management Process	Transportation Management Areas are to develop and utilize Congestion	<p><i>Current status: Not applicable to the BMPO (not a TMA)</i></p> <p><b>Recommendation: Not applicable</b></p>

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		Management Processes (formerly Congestion Management Systems) in the development of their plans and MTIP	
17.	TMA Certification Cycle	Transportation Management Areas are to have certification reviews at least every four years.	<p><i>Current Status: Not applicable to the BMPO (not a TMA)</i></p> <p><b>Recommendation: Not applicable</b></p>
18.	Coordinated Public Transit/ Human Services Transportation Plan	<p>As a prerequisite to receiving FTA funds for:</p> <ol style="list-style-type: none"> <li>1.Special Needs and Elderly.</li> <li>2.Job Access and Reverse Commute.</li> <li>3.New Freedom</li> </ol> <p>Proposed projects must come from a public transit/human services transportation plan.</p>	<p><i>Current status: In Oregon, the Department of Transportation required each county to develop the Coordinated Public Transit/ Human Services Transportation Plan ("the plan"). Through the Oregon Solutions Program, the State of Oregon funded a public transportation coordination project in Deschutes County. The work completed through this project provided the information needed for the plan. The Central Oregon Intergovernmental Council developed the plan with assistance from Deschutes County, City of Bend, City of Redmond, ODOT, and many providers of special transportation services. The BMPO was actively involved in development of the plan. The plan was completed and adopted by the Deschutes County Board of Commissioners in late June 2007.</i></p> <p><b>Recommendation: Because the plan was not completed until late June, the findings of the plan were not incorporated in the Metropolitan Transportation Plan (MTP). During FY07-08, the BMPO will amend the MTP to include applicable components and findings from the plan.</b></p>
19.	Addition of transit operator in the development of funding estimates for the financial component of the plan.	Development of estimates of funds that will be available to support plan implementation must be a cooperative	<p><i>Current status: This is standard practice for the BMPO. The transit operator (the City of Bend) was included throughout development of the Metropolitan Transportation Plan, including development of the long-range financial forecasts and system costs.</i></p> <p><b>Recommendation: Continue with current practice</b></p>

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		effort among the MPO, State and transit operators.	
20.	Congestion Management Process	Transportation Management Areas are to develop and utilize a Congestion Management Processes (formerly Congestion Management Systems) in the development of their plans and MTIP.	<p><i>Current Status: Not applicable to the BMPO (not a TMA)</i></p> <p><b>Recommendation: Not applicable</b></p>
21.	Intermodal connectors added as transportation facility.	Plan is to include identification of transportation facilities (including roadways, transit, multimodal and intermodal connectors)	<p><i>Current status: The adopted MTP identifies transportation facilities (including roadways, transit, bicycle facilities, pedestrian facilities, air facilities, rail lines, and pipelines). Currently, there are very few multimodal and intermodal connectors in the study area. As the region grows, it is expected that the number of multimodal and intermodal connectors will grow both in number and importance to the larger transportation system.</i></p> <p><b>Recommendation: The MTP considers all modes of transportation. Future updates to the MTP will evaluate the presence of new intermodal and multimodal connectors and the need for new intermodal and multimodal connectors. The need for and location of multimodal connectors will be particularly important as the region begins to evaluate and plan for long-term public transportation system improvements.</b></p>
22.	Plan to include accessible pedestrian walkways and bicycle facilities.	The plan is to provide for the development and integrated management and operation of transportation	<p><i>Current status: The MTP considers all modes of the regional transportation system, including bicycle and pedestrian facilities, as a single, integrated system. Several goals and policies speak to the development, management and operation of an integrated system. The MTP also recognizes that the regional transportation system is part of a broader regional and national. Maintaining good access to those systems and supporting state and federal efforts to improve them is important to the Bend MPO.</i></p>

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		systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)	<b>Recommendation: The MTP considers all modes of transportation. Future updates to the MTP will evaluate the strategies to insure development and integrated management and operation of the region's transportation systems and facilities.</b>
23.	Plan to distinguish between operations and capital investments by including separate operational and management strategies.	Plan must identify operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods and capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure	<p><i>Current status: The adopted 2007-2030 Metropolitan Transportation Plan (MTP) includes operational and management strategies to improve the performance of existing transportation facilities. These strategies are primarily located in the TSM chapter. The MTP also includes several capital projects that will help preserve the existing infrastructure by providing improving connectivity and providing new travel routes.</i></p> <p><i>Additionally, the long-range financial forecast explicitly considered long-term operations and maintenance costs of the existing system. These costs were deducted from the revenue forecast and assumed to be committed to long-term operations and maintenance costs.</i></p> <p><b>Recommendation: The adopted MTP includes strategies to preserve and improve the existing system. Future updates to the MTP will evaluate the strategies and financial assumptions to insure adequate provisions are in place to preserve the system.</b></p>
24.	Due consideration of other planning activities required.	Metropolitan transportation plans and the MTIP are required to be developed with due consideration of other related	<p><i>Current status: Development of the MTP complied with this requirement. As the BMPO developed the MTP, consideration was given to the many studies currently underway including local and state corridor studies, local land use refinement studies, and updates to the state's plans and planning requirements. The outcomes of the many local and regional studies currently underway in the region could significantly impact the MTP and require amendments.</i></p>

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		<p>planning activities within the metropolitan area.</p> <p>In addition, SAFETEA authorizes a new categorical program for highway safety, the Highway Safety Improvement Program (HSIP). This program, to be administered by the State DOT, requires the development of a State strategic highway safety plan.</p>	<p>Safety is one of the 8 planning factors in SAFETEA-LU. The MTP includes a safety chapter.</p> <p><b>Recommendation: Continue with current practice. The BMPO will coordinate as appropriate with all member agencies and jurisdictions. In the short-term, the BMPO will coordinate as follows:</b></p> <p><b>1) ODOT</b></p> <ul style="list-style-type: none"> <li>-Development of the strategic highway safety plan</li> <li>-Development of the South Parkway Interchange Area Management Plan</li> <li>-Development of the US97 North Corridor EIS</li> <li>-Development of the US20 Refinement Plan (for east Bend area)</li> <li>-Possible development of a US20 Bend-Sisters Refinement Plan</li> </ul> <p><b>2) Deschutes County</b></p> <ul style="list-style-type: none"> <li>-Update of the County Transportation System Plan, including development of a county-wide travel demand model</li> <li>-Designation of Urban Reserves around Bend</li> </ul> <p><b>3) City of Bend</b></p> <ul style="list-style-type: none"> <li>-Designation of an expanded Urban Growth Boundary</li> <li>-Designation of Urban Reserves</li> <li>-Possible development of a NE Bend Transportation Refinement Plan</li> <li>-Development of the Juniper Ridge Master Plan</li> <li>-Development of various corridor studies/plans</li> </ul>