



BEND MPO
Metropolitan Planning Organization

Technical Advisory Committee Meeting

November 3, 2021

Agenda Item #1: Call to Order & Introductions – Tyler Deke

TAC members

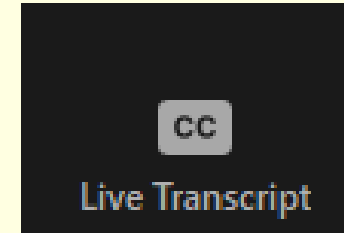
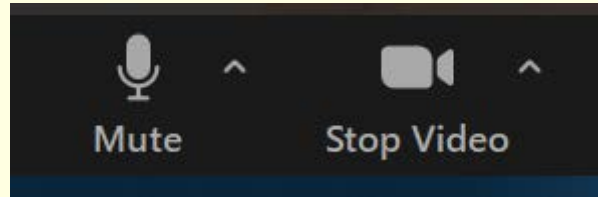
- Sharon Smith, Bend La Pine Schools
- Henry Stroud, Bend Park & Recreation
- Robin Lewis, City of Bend
- Rachel Zakem, CET
- Greg Bryant, resident
- Liza Hamada, resident
- Joe Viola, COCC
- Brian Potwin, Commute Options
- Peter Russell, Deschutes County
- Dave Thompson, Deschutes BPAC
- Rick Williams, ODOT Region 4
- Casey Bergh, OSU Cascades

Bend MPO Staff

- Tyler Deke, Manager
 - Andrea Napoli, Senior Planner
 - Jovi Anderson, Program Coordinator
-
- Members of the public and presenters will be listed by meeting host

Agenda Item #2: Virtual Meeting Guidelines – Tyler

- You will be on **mute** when you first join the meeting.
- Technical difficulties during the meeting? Raise Hand



- Please use the **raise hand** to speak next.
- If you join the webinar by phone, dial ***9** to raise/lower hand.
- This meeting will be **recorded** and is available as a live streaming event on YouTube. You can review this YouTube event on the City of Bend YouTube Channel.

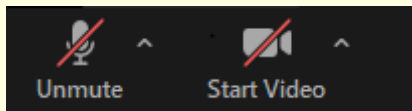


Image (Left) shows you are muted and camera is off.

Agenda Item #3: Public Comment - Tyler

Agenda Item #4: Meeting Minutes - Tyler

Recommended Language for Motion: I move approval of the September 1, 2021 draft meeting minutes as presented

Agenda Item #5:
**Project Status Updates, 2021 Surface
Transportation Block Grant (STBG) Fund
Awardees – Andrea Napoli**

Background

Dec. 2020: Policy Board requested annual updates for projects awarded funds through STBG application process

Projects awarded 2021 funds:

Projects	2021 Funds Awarded	Total (all years)
CO Historic Canal Trail: Crossing Safety Improvements (BPRD)	\$26,000	\$38,218
Relaunch Bikeshare (COB)	\$33,750	\$33,750
SE Brosterhous Road: BNSF Pedestrian Undercrossing (COB/BLS)	\$158,718	301,250

10/11/21
Funds renounced
by COB

BPRD: C.O. Historic Canal Trail Crossing Safety Improvement

- Goal = Install safety enhancements at 3 road crossings on the COHCT
- STBG award= \$64,218 in 2021-2022
- Project split into 2 phases
 - 1. Blakey Rd & Brosterhous Rd (\$26,000 in 2021)
 - 2. Ferguson Rd (\$38,218 in 2022)
- Phase 1 Status
 - Contract for construction issued, anticipated completion by November 30th
 - Requested \$20,000 from phase 2 allocation be used for phase 1



STBG GRANTS IN THE CITY OF BEND

Bend MPO
November 3, 2021

STBG PROJECTS IN CITY OF BEND



- SE Brosterhous 2021 **\$158,718 STBG** (Not Received)
- SE Brosterhous 2022 **\$142,532 STBG** (Not Received)
- NE Neff to NE 12th 2022 \$ 50,000 STBG
- SW Larkwood Avenue 2023 \$ 90,000 STBG
- NE 8th Street 2024 \$184,100 STBG

BROSTERHOUS RR UNDERCROSSING AND TRAIL



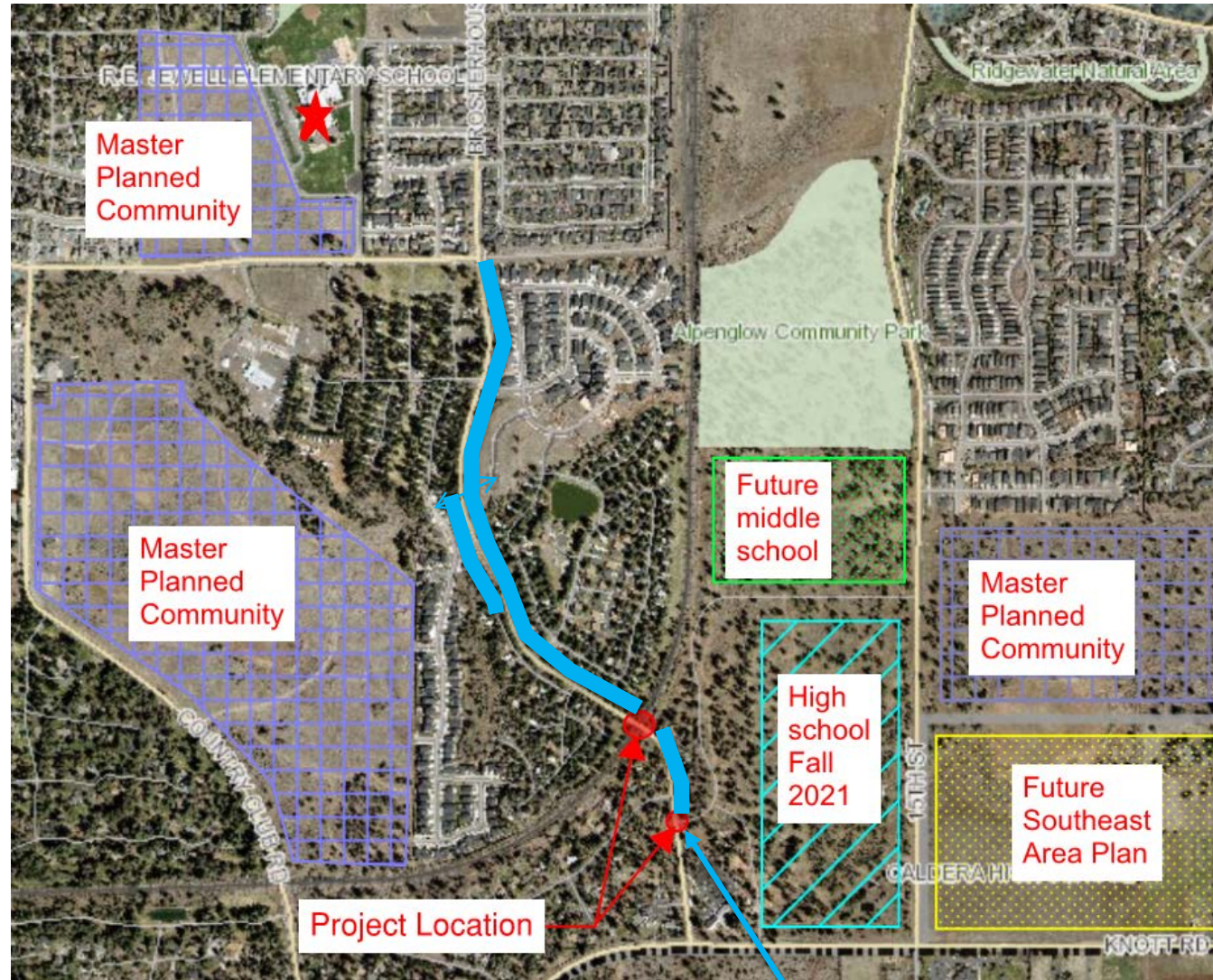
Construction Schedule
Funded

November 2021 – January 2022
Savings from Murphy Road Project

RETURNING

- 2021 STBG Fund Request: \$158,718
- 2022 STBG Fund Request: \$142,532

BROSTERHOUS RR UNDERCROSSING AND TRAIL



Constructed
September 2021

Agenda Item #6:
Development of Policy re: Unused STBG
Awards – Andrea Napoli

Background

- BMPO STBG application process lacks guidance/policy on how we address:
 - unused and renounced awarded funds
- Requesting TAC input and recommendation on policy language

Four Sections of Proposed Policy Language for Awarded STBG Funds

1. Bend MPO Policy Board makes all final decisions regarding STBG application process awards.
2. All awards are specific to a project and must be spent on that project.
3. Funds that are not used on the project for which they were allocated will be addressed as follows:
 - a) When funds are not fully expended, unused funds go back to the MPO for re-allocation.
 - b) When an applicant determines it will not implement a project, or the award is no longer needed for that project, it may offer a substitute project(s)...*(substitute project subsection on following slide)*
4. Priority for available funds (related to the STBG application process) will be given to projects that have gone through the MPOs application process and need additional funding for completion.

Proposed Policy Language: Section 3, Substitute Project(s)

- b) When an applicant determines it will not implement a project, or the award is no longer needed for that project, it may offer a **substitute project(s)**.
 - i. Substitute project(s) will be evaluated according to current Bend MPO evaluation criteria. The Policy Board will consider the evaluation of the substitute project, and other information the Board agrees is appropriate. The Policy Board will decide whether:
 1. Funds should be awarded to the substitute project; or
 2. Funds should go back to the MPO for re-allocation.

Questions?

Recommended language for motion:

I move to recommend approval to the Policy Board of the proposed policy regarding use of awarded, unused, and renounced funding as presented / revised.

**Agenda Item #7:
Transportation Safety Action Plan
Update – Tyler Deke**

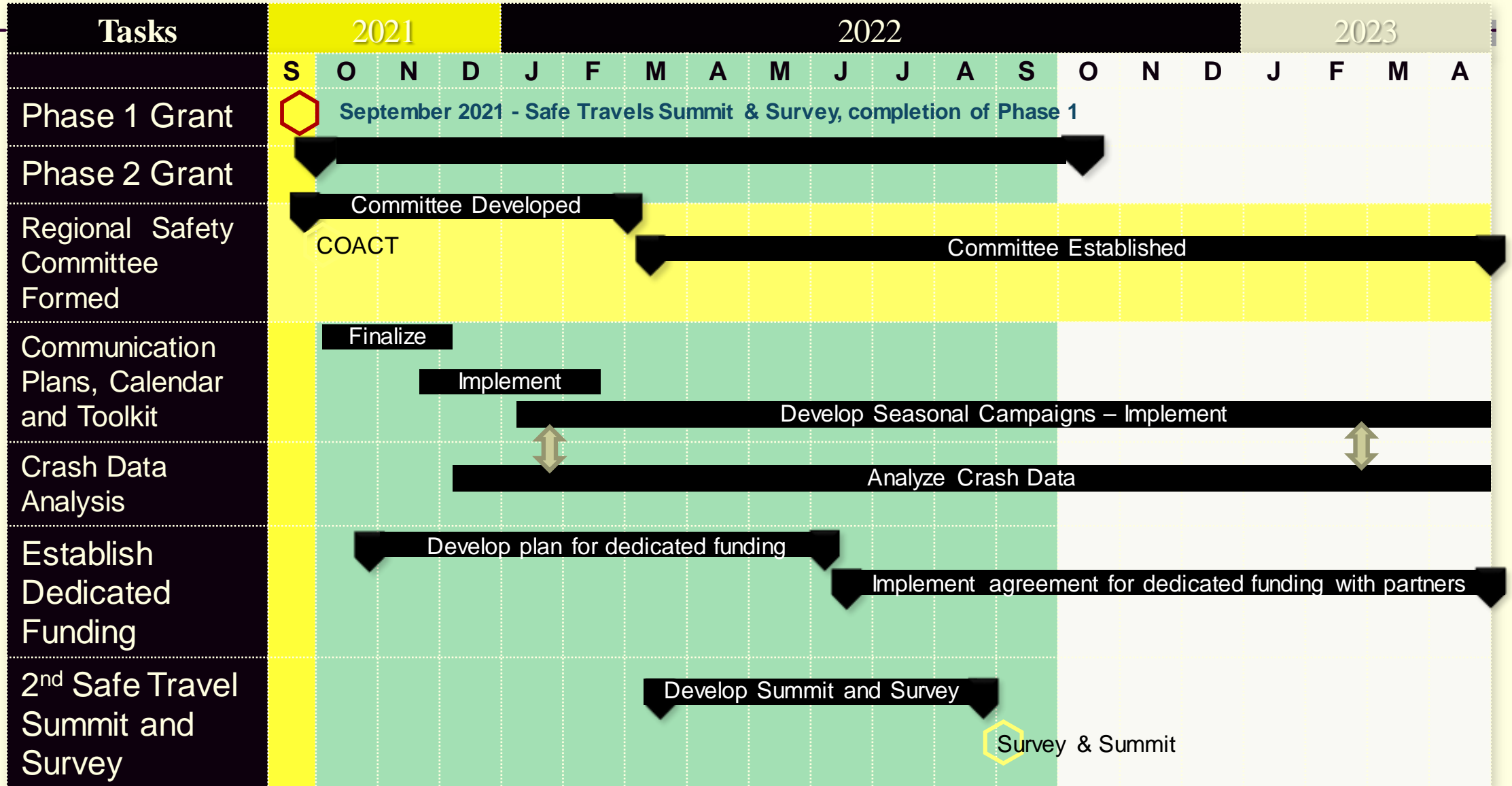
ODOT Grant Award - completed

- 2020: ODOT Safety Division awarded Bend MPO a grant to:
 - ✓ Create a Regional Safety Committee
 - ✓ Create a Safety Communications Plan & calendar for Bend and Deschutes County
 - ✓ Host a community campaign and event on transportation safety

ODOT Grant Award – current

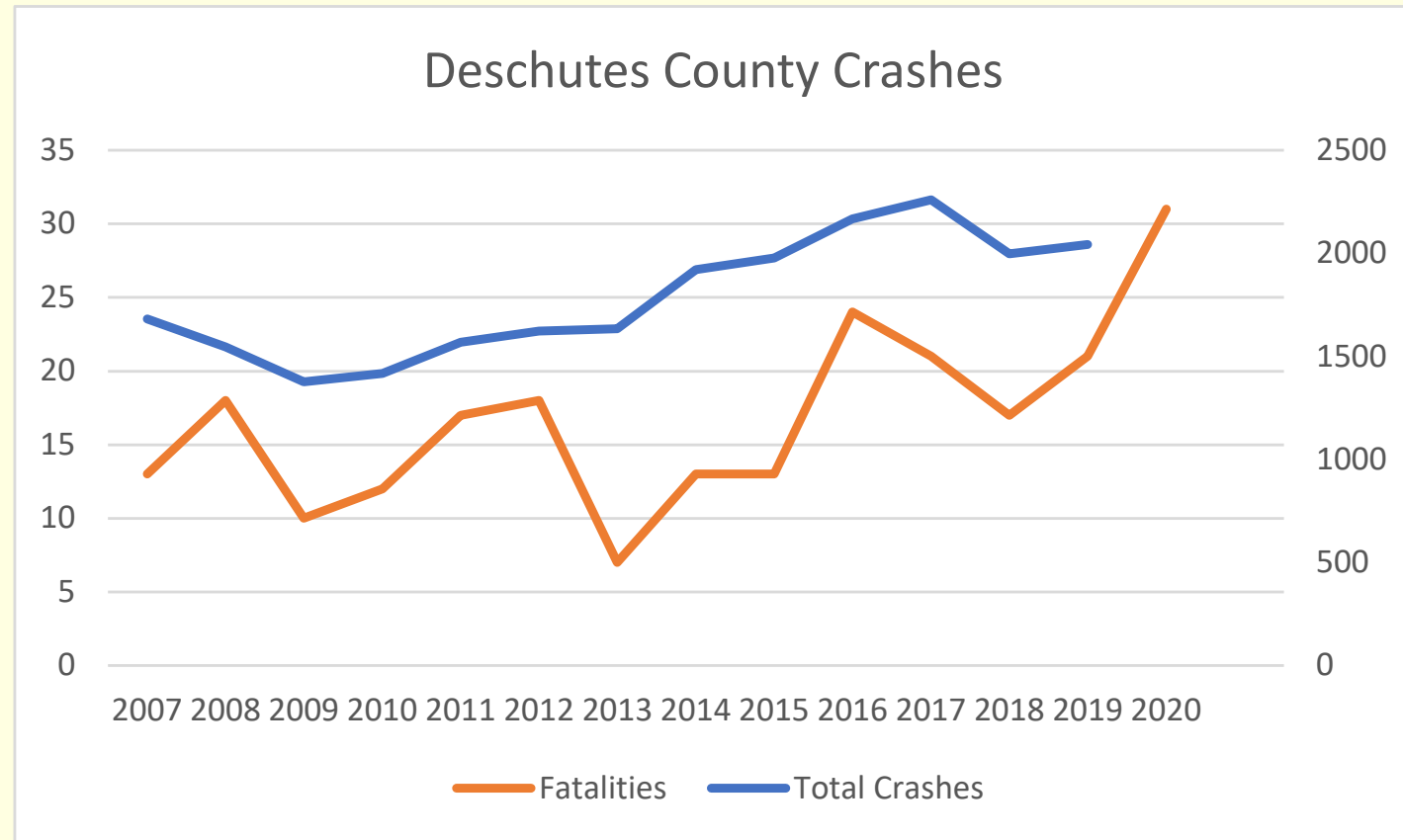
- 2021: ODOT Safety Division awarded Bend MPO a grant to:
 - Implement the Regional Safety Committee (under COACT?)
 - Refine & implement the Safety Communications Plan & calendar for Bend and Deschutes County (expand to Central Oregon?)
 - Establish dedicated funding to continue work
 - Host 2nd community campaign and event on transportation safety

Central Oregon Safety Action Plan



Updated Crash Data

- Total crashes climbed steadily from 2009 to 2017, then declined slightly
- Number of people killed in crashes fluctuated for many years, but has climbed sharply since 2018



Key Crash Attributes for Fatal/Severe Crashes (2015-2019)



	Total Fatal & Severe Crashes	Involving Speed	Involving Alcohol (Drugs)	On Snow or Ice	On Wet Roads	Safety Equipment Not Used
Crook	83	39.8%	22.9% (7.2%)	9.6%	7.2%	22.9%
Deschutes	370	28.1%	15.7% (7.3%)	10.5%	7.8%	11.4%
Jefferson	95	29.5%	22.1% (3.2%)	8.4%	4.2%	15.8%

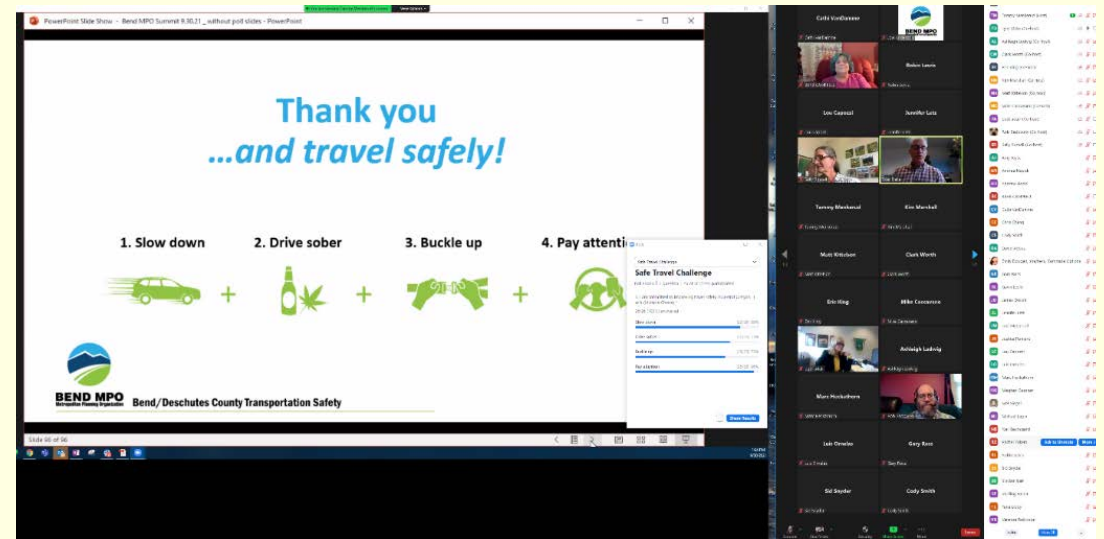
Key Crash Attributes for Fatal/Severe Crashes (2015-2019)



	Total Fatal & Severe Crashes	Involving a Motorcycle	Involving a Bicyclist	Involving a Pedestrian
Crook	83	22.9%	0%	3.6%
Deschutes	370	15.7%	3.8%	7.0%
Jefferson	95	13.7%	0%	2.1%

Central Oregon Safe Travels Virtual Summit

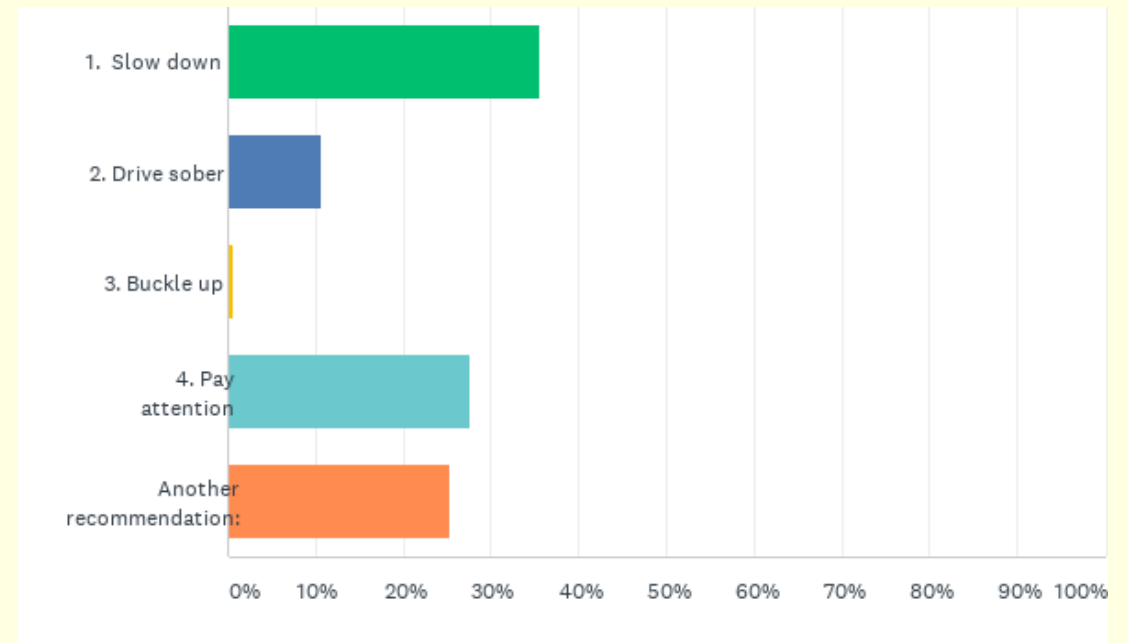
- Held Sept 30
- 85 registered/60 attended
- Participants included presiding officers for Deschutes Co, Bend and Redmond plus:
 - COACT Chair and members
 - City Council members from Bend, La Pine and Sisters
 - Jefferson Co Sheriff, EMS and Community Development
 - Crook County Commissioner
 - COIC staff
 - Community organizations: EDCO, Environmental Center, Bend Parks & Recreation, Commute Options
- Included 12 presenters from ODOT, Bend MPO, Deschutes County, Bend, Redmond, Clackamas County and consultant team.



Central Oregon Safe Travels Survey

- **On-line survey**
- **Open for 1 month (September)**
- **About 1,900 participants**
 - Participants: 80% Bend; 20% other
 - Transportation safety is a high priority: 85% important/very important
 - Comments submitted by 1,500 participants (next slide)

- Responses: What can you do to improve safety?



Central Oregon Safe Travels Survey

Comments submitted by 1,500 participants

- Priorities identified:
 - More enforcement – speeding, impaired driving & distracted driving
 - Infrastructure – address known safety issues, improve walking & biking infrastructure
 - Public education – public messaging, drivers education, defensive driving
 - Other suggestions – better public transportation, speed management through better road designs

- More survey details at www.centraloregonsafetravel.org

Central Oregon Area Commission on Transportation (COACT) Action Items

- Establish a Regional Safety Committee under COACT
- Potential tasks for COACT
 - Develop work charter and goals
 - Review and refine safety communications plan and messaging calendar to promote safe travel in Central Oregon
 - Review crash data summaries - are messaging changes needed?
 - Review & provide direction on safety messaging and outreach tools
 - Help develop a funding strategy
- Schedule first meeting in December & report back to full COACT in early 2022

Agenda Item # 8: Member Roundtable

- Sharon Smith – update on the Bend La Pine Schools Sites & Facilities Plan
- Ashley Hooper – update on the CET Fleet Electrification Study
- Henry Stroud – update on Bend Park and Recreation District plans & projects
- Casey Bergh – OSU Cascades & City of Bend work on new mobility framework, including policies to support micro-mobility
- Andrea Napoli – brief update on status of MPO federal COVID funding
- Other updates

CET's Electric Technology Feasibility Study : Bend MPO Update

11/03/21

CET's Goals



- Develop CET's first strategic roadmap toward electrification
- Understand the feasibility of existing services through an operational review and learn key metrics for future service planning
- Recommendations for fleet and facilities to support an electric technology transition
- Analyze the financial and economic opportunities for EV
- Create a foundation for community collaboration

About CTE – The Consulting Team



WHO THEY ARE

501(c)(3) nonprofit engineering and planning firm



MISSION

Improve the health of our climate and communities by bringing people together to develop and commercialize clean, efficient, and sustainable transportation technologies



PORTFOLIO

\$571 million

- *Research, demonstration, deployment*
- *90 Active Projects totaling over \$316 million*



FOCUS

Zero-Emission Transportation Technologies



NATIONAL PRESENCE

Atlanta, Berkeley, Los Angeles, St. Paul



Partnership Example

ZEB Transition Planning for *San Miguel Authority for Regional Transportation (SMART) Telluride, CO*

- Partnerships for Planning:



- Outcomes:

- An understanding of the routes feasible for electrification.
- An understanding of charging scheduling and power needs.
- Material to be used in proposals for grant funding.

- Best Practices Utilized:

- Early coordination with local electric utility.
- Inclusion of key stakeholders in project meetings and planning.
- Development of a zero emission roadmap before procuring zero emission vehicles.



CET Operational Analysis Results Summary



Scenarios Considered

1 Overnight Depot Charge Only

- Vehicles charge overnight using plug-in chargers

2 Overnight + Midday Depot Charge

- Vehicles charge overnight using plug-in chargers
- Vehicles also charge at mid-day layover locations where time allows

3 Overnight + Midday Depot Charge (Diesel Heater)

- Vehicles charge overnight using plug-in chargers
- Vehicles also charge at mid-day layover locations where time allows
- Additional vehicles are equipped with diesel heaters for cabin heating

4 On-Route Charging

- Evaluate daily O/R charge time needed to make additional blocks feasible
- Assume charging opportunities available throughout each block
- Evaluated cases using electric and diesel heaters
- Vehicles still charge to full overnight using plug-in chargers

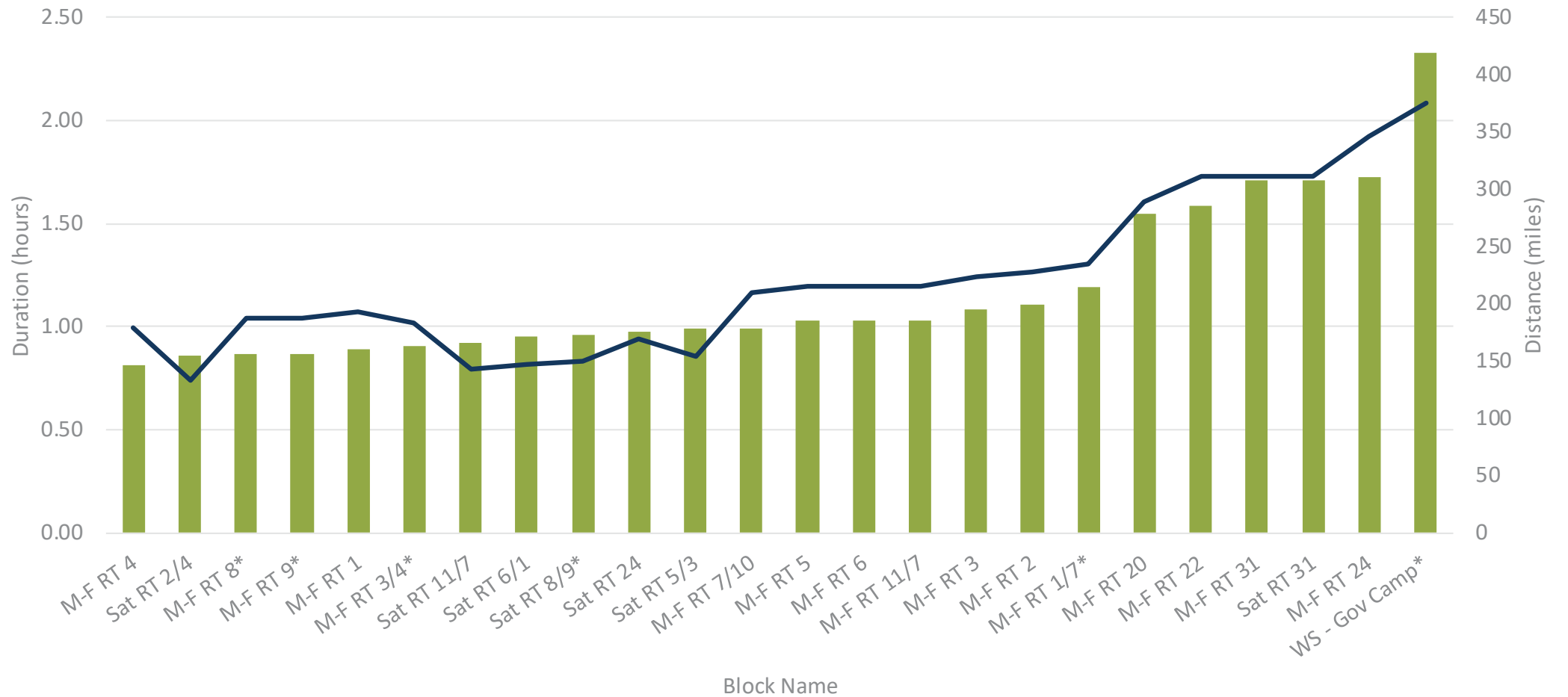
Feasibility Results

Number of Feasible Blocks	Route Type	Electric Heat		Diesel Heat	
		1 Overnight Charge Only	2 Overnight + Midday Depot Charge	Overnight Charge Only	3 Overnight + Midday Depot Charge
	Bend Fixed Routes	0 of 17	0 of 17	0 of 17	0 of 17
	Community Connectors	0 of 15	7 of 15	0 of 15	9 of 15
	Recreational Services	4 of 11	9 of 11	4 of 11	10 of 11
	Deviated Flex Routes	0 of 5	0 of 5	0 of 5	0 of 5
	Bend Dial-a Ride	2 of 15	2 of 15	2 of 15	6 of 15
	Rural Dial-a-Ride	2 of 10	2 of 10	2 of 10	2 of 10



Daily On-Route Charge Time Required to Make Remaining Blocks Feasible

assuming electric heat & full charge at depot



*Future Service

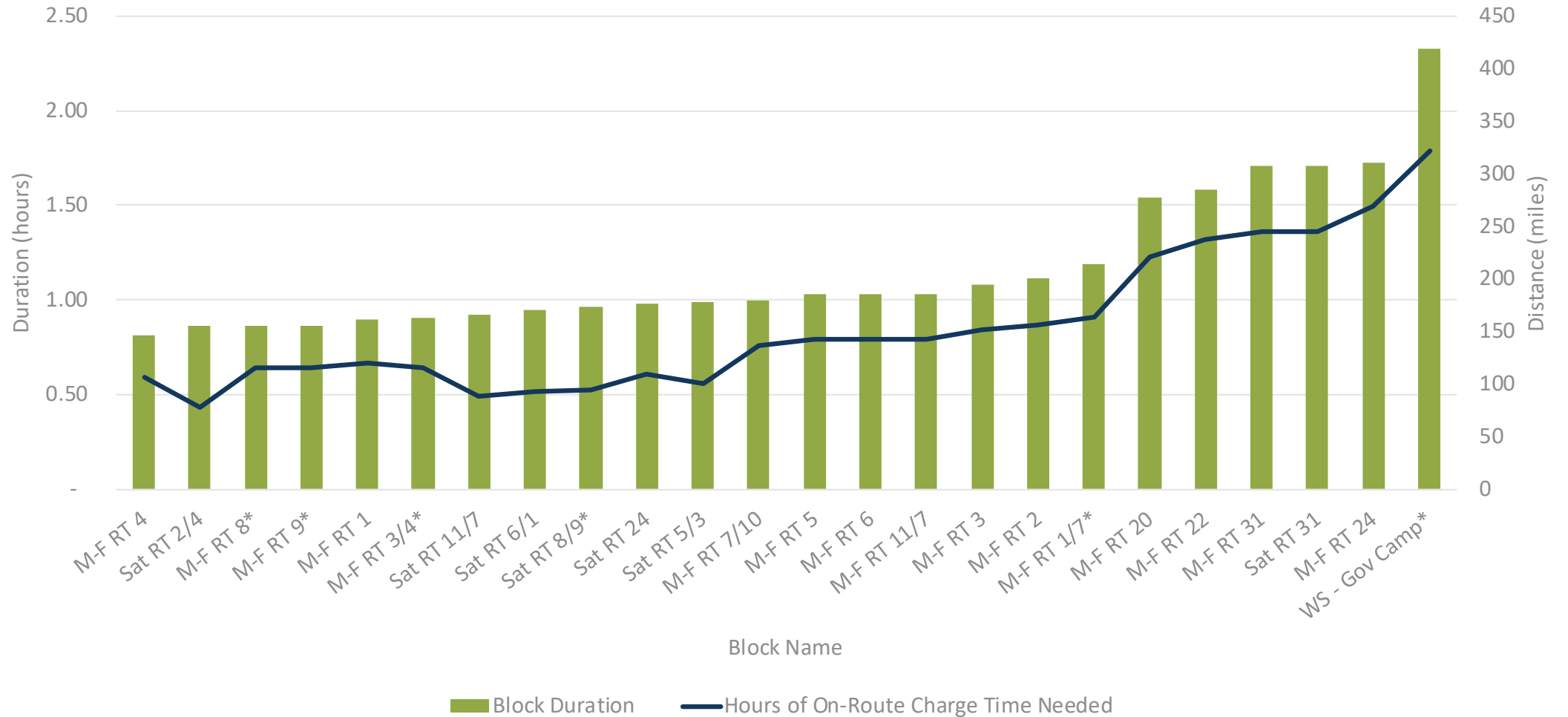
■ Block Mileage

— Hours of On-Route Charging Needed



Daily On-Route Charge Time Required to Make Remaining Blocks Feasible

assuming diesel heat & full charge at depot



*Future Service



Observations/Recommendations

- Bend fixed routes are not feasible under strenuous conditions if replacing a traditional bus with an electric bus one-to-one.
- Midday charging improves feasibility for community connector and recreational routes.
 - Increases the overall number of feasible blocks by 150%.
- Demand response blocks do not benefit from midday charging without a diesel heater.
- On-route charging can increase feasibility further
 - Mobility hubs or other locations should be considered that allow enough charge opportunities and total charge time.
- This is screening level analysis --- route modeling would provide a more accurate and in depth view of performance and achievability.

Questions?

Ashley Mohni
amohni@coic.org



Roundtable

- Federal funding update (if time allows) - Tyler

Agenda Item # 9: Public Comment – Tyler

Agenda Item # 10: Next TAC meeting

- The next meeting of the TAC is scheduled for December 1st at 10 am

Agenda Item # 11: Adjourn