



BEND MPO
Metropolitan Planning Organization

Technical Advisory Committee (TAC) Meeting

December 1, 2021

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

TAC members

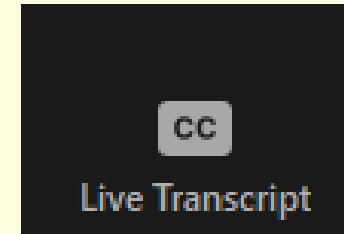
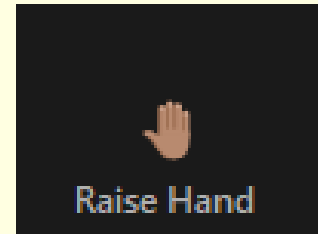
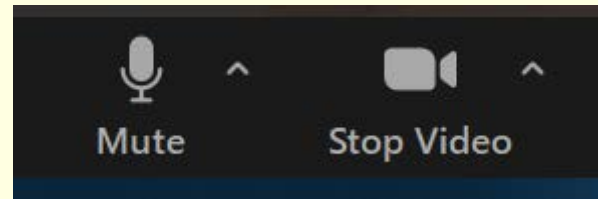
- Sharon Smith, Bend La Pine Schools
- Henry Stroud, Bend Park & Recreation
- Robin Lewis, City of Bend
- Rachel Zakem, CET
- Greg Bryant, resident
- Liza Hamada, resident
- Joe Viola, COCC
- Brian Potwin, Commute Options
- Peter Russell, Deschutes County
- Dave Thompson, Deschutes BPAC
- Rick Williams,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

- 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.

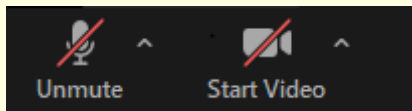


Image (Left) shows you are muted and camera is off.

Agenda Item #3: Meeting Minutes - Tyler

Recommended Language for Motion: I move approval of the November 3, 2021 draft meeting minutes as presented

Agenda Item #4:
Development of Policy re: Unused
STBG Awards – Andrea Napoli

Background

- BMPO STBG project application process lacks guidance/policy re: unused and renounced awarded funds
- Nov. 3 TAC Meeting: Review draft policy language
 - A revised draft then emailed to TAC
 - Comments collected
- Today: Review comments, finalize draft

Revised Draft Policy Language

- 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 a completed project has funds remaining, and/or when an award is no longer needed for the project, and/or when an awardee determines it will not implement the project, unused funds will go back to the MPO for re-allocation.
 - i. The Policy Board will make all final decisions for re-allocation of the unused funds with priority consideration given to all of the following:

Continued on next slide...

Revised Draft Policy Language, cont.

(including TAC comments received via email)

i. The Policy Board will make all final decisions for re-allocation of the unused funds with priority consideration given to all of the following:

1. Projects awarded funding that are experiencing a funding shortfall to complete the project;

Clarification

2. Projects awarded funding in an out-year and are requesting advancement;

3. Projects that applied and underwent review during the most recent STBG application process, but were not awarded funding. Original scoring and ranking to be used in reconsideration;

What if poor proposal?

4. A substitute project(s) proposed in lieu of an awarded project where the funding is no longer needed, or the project has been cancelled. Must be proposed by the original awardee organization within 90-days of renouncing funds. Will be evaluated according to current BMPO evaluation criteria.

Are we rewarding recipients that can't deliver?

Notification process for 90-day timeframe?

Remove part about project returning funds and focus on replacement project and timing.

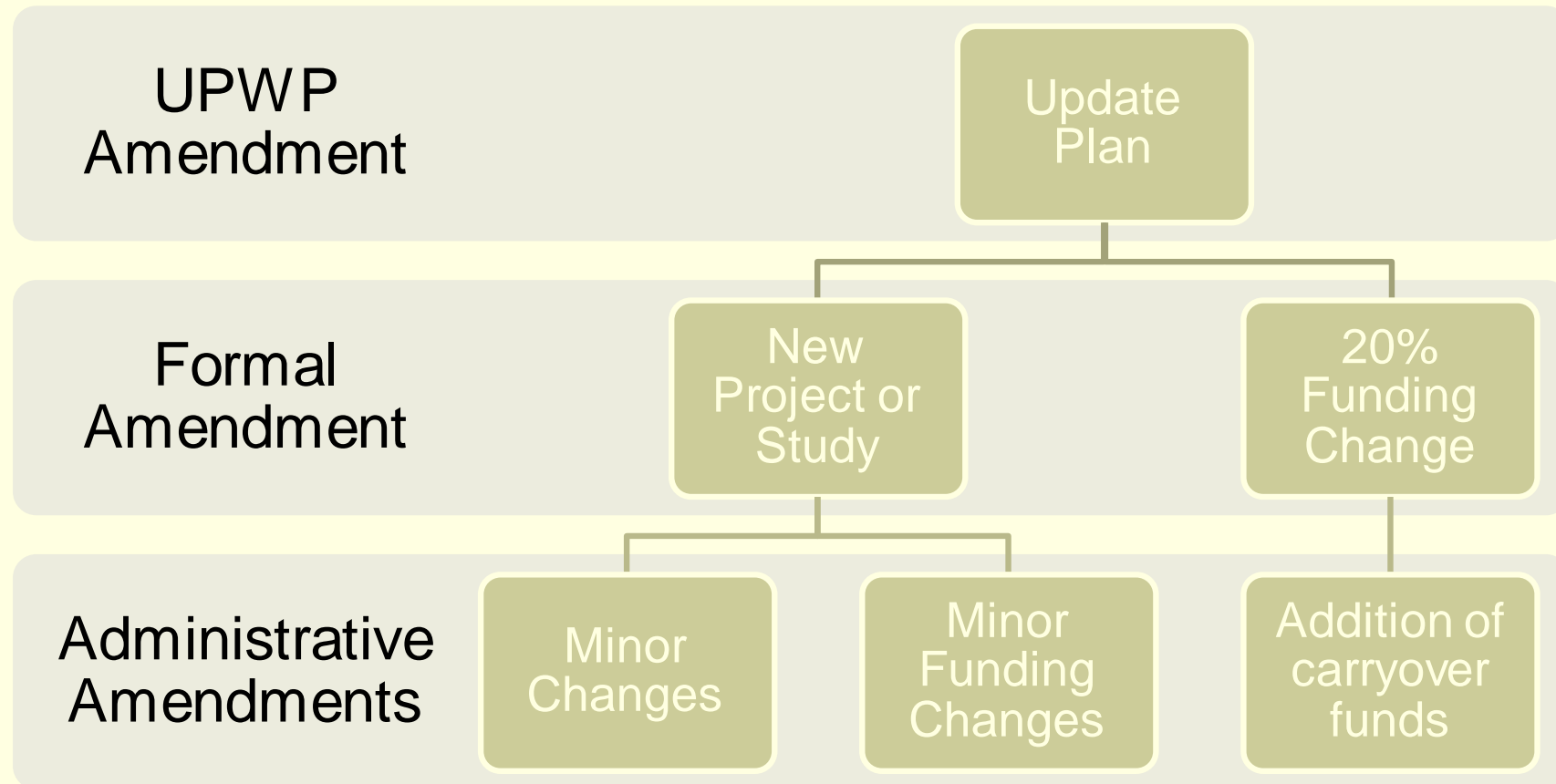
General Consensus?

Recommended language for motion:

I move to recommend approval to the Policy Board of the Revised Draft Policy Regarding Use of Awarded, Unused, and Renounced Funding as presented / revised.

**Agenda Item #5:
2021-22 Unified Planning Work Program
(UPWP) Amendments – Tyler Deke**

UPWP Amendment Process



UPWP Amendments – Funding Changes

- Transportation Safety Action Plan Implementation (Task 3, Subtask F) –
 - Update language to include new FFY2021-22 grant award
 - Update to deliverables, schedule and potential for subconsultant services.
 - Added \$95,000 in grant funding (and \$23,000 in-kind match) to funding tables and charts

UPWP Amendments – New Projects

- COVID funding (Task 2, Subtask E)
 - Bend MPO received approximately \$1.5 million
 - Program funds by September 2024
 - Project(s) must be complete by 2029
- 2020 Census related work (Task 1, Subtask F)
 - New subtask to add boundary adjustments, road classification changes, MPO funding formula updates from 2020 Census.

UPWP Amendments – Technical Revisions or Date Changes

- External Committees (Task 2, Subtask E)
 - Added Oregon Transportation Plan Policy Coordinating Committee
- US20 Refinement Plan (Task 3, Subtask I)
 - Updates to show TAC and Policy Board will be the advisory committees for the project, MPO role on the PMT, and update deliverables and schedule
- Travel Model (Task 4, Subtask A)
 - Updates to the 2040 scenario and creating a process to regularly update tool, include language about 2019 peak season scenario

UPWP Amendments – Technical Revisions or Date Changes (cont.)

- Oregon Statewide Modeling Collaborative (Task 4, Subtask C)
 - Updates to show all subcommittee assignments

Resolution 2021-06

- 👍 Draft Resolution to amend the BMPO Unified Planning Work Program for FY 22

Resolution Number 2021-06
Bend Metropolitan Planning Organization (BMPO) Policy Board

For the Purpose of Amending the Fiscal Year 2021-2022
Unified Planning Work Program

WHEREAS, formal amendments to the BMPO Unified Planning Work Program (UPWP) are required when there is a 20 percent change in overall budget costs or new projects are added; and

WHEREAS, overall budget costs increased as provided by the supplemental budget from Resolutions 2021-05; and new project additions; and

WHEREAS, the BMPO engages the public through visitor comments at public meetings with scheduled BMPO committees, interested party email lists and website postings of changes; and

WHEREAS, the BMPO has developed a UPWP for fiscal year 2021-2022, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2021-2022.

NOW, THEREFORE, BE IT RESOLVED, that the Bend MPO Policy Board approves Amendment 1 to the UPWP for fiscal year 2021-2022.

Adopted by the Bend Metropolitan Planning Organization the 14th of December, 2021.

Yes: _____ No: Abstain: _____

Authenticated by the Chair this 14th of December, 2021.

Barb Campbell, Chair

UPWP Amendments - What is next?

- TAC questions or concerns?
- TAC recommendation to Policy Board

Recommended Motion Language: I recommend Policy Board adoption of the UPWP amendments as presented and approval of Resolution 2021-06

- Presentation and TAC recommendations will be discussed with MPO Policy Board on 12/14/21.

Agenda Item #6:
**Federal Infrastructure Investment and
Jobs Act Overview – Tyler Deke**

Infrastructure Investment and Jobs Act

Implications for Oregon

November 2021



The Basics of the IIJA

- **\$1 TRILLION** package covering many types of infrastructure
- About half goes to transportation
- Surface transportation component combines FAST Act reauthorization with infrastructure package to include:
 - Reauthorization of existing programs
 - New programming and funding
 - Special one-time infrastructure package funding
 - All over a five year term (2022-2026)

Oregon Transportation Funding Under IIJA



Highways/Special Programs

\$1 billion in additional funding over 5 years – a 38% increase

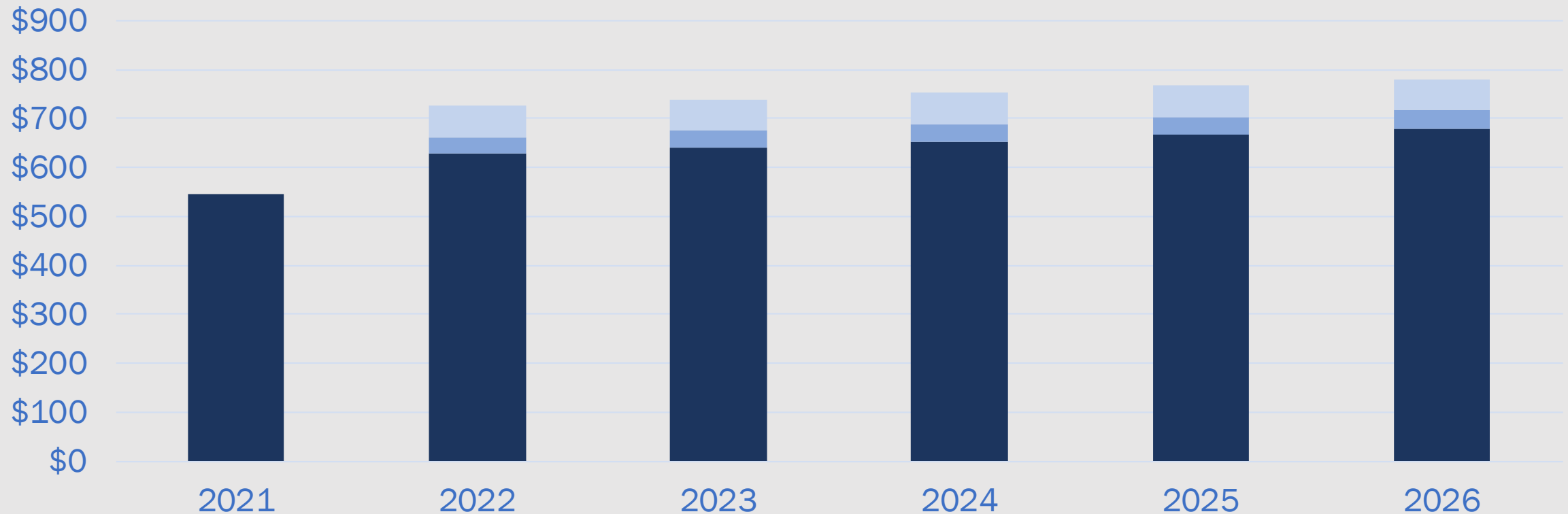


Public Transportation

\$200 million in additional funding over 5 years – a 35% increase

Oregon Highway and Special Programs Funding

In millions of dollars



**Oregon
Department
of Transportation**

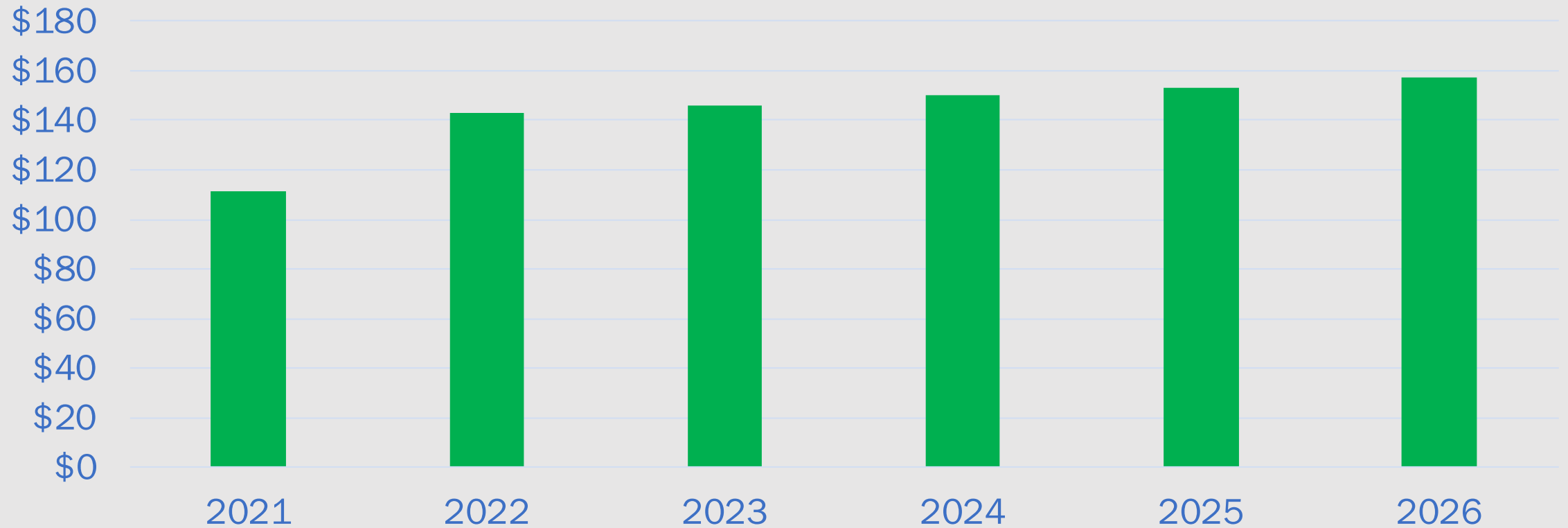
■ Base Apportionments

■ New Apportioned Programs

■ Special Appropriations

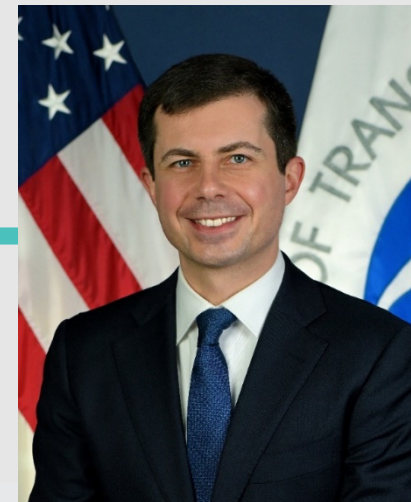
Oregon Public Transportation Funding

In millions of dollars



USDOT Discretionary Grant Opportunities

Over **\$100 billion** for FHWA, FTA, and OST grant programs.



For Example:

- **\$8B – INFRA** (*Infrastructure for Rebuilding America*)
- **\$7.5B – RAISE** (*Rebuilding American Infrastructure with Sustainability and Equity*)
- **\$6B – Safe Streets and Roads for All**
- **\$3B – Railway-Highway Grade Crossings** (*for all types of public crossings*)
- **\$500M – SMART** (*Smart City projects*)
- **\$1.4B PROTECT** (*Resiliency planning and projects*)



Addressing Climate Change

\$52 million to expand availability of electric vehicle charging stations

\$82 million for a new Carbon Reduction Program to help achieve our climate commitments

Bridges

More than \$250 million in additional direct investment in repairing and replacing Oregon's bridges



Safety

More than \$40 million in additional funding for the All Roads Transportation Safety (ARTS) Program to make state and local roads safer for all users



Improving Active Transportation

\$30 million in additional funding for bicycle and pedestrian programs





Local Programs

More than \$200 million in additional funding for cities, counties, and MPOs for safety, bicycle/pedestrian, bridge, and other community priorities



Local Programs Breakdown

Additional funding over 5 years

Statewide Programs

- ARTS: \$30m
- Local Bridge: \$30m
- Community Paths: \$25m
- CMAQ: \$11m
- MPO planning: \$7m
- STBG fund share with cities/counties/small MPOs: \$36m

Transportation Management Areas

- STBG: \$37m
- Transportation Alternatives: \$14m
- Carbon Reduction: \$28m

All numbers are early rough estimates and subject to change

Public Transportation

Nearly \$200 million in additional funding for public transportation in rural and urban communities



Additional Flexible Funding

While most funding is dedicated by Congress to specific programs, some resources are flexible and can be used by ODOT for a variety of purposes



Key MPO Changes



www.ampo.org



- When designating officials or representatives, MPOs shall consider the equitable & proportional representation of the population in the MPO area
- Encourages stronger coordination with housing officials
- MPOs are required to use 2.5% of PL funds to carry out activities associated with Complete Streets
- Increases the maximum number of highway miles a state may designate as critical urban freight corridors
- Increases STBG funding



Updating the Statewide Transportation Improvement Program

OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

Themes of Public Input on the 2024-2027 STIP

- Support to increase funding for Public and Active Transportation to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development



STIP Funding Allocations

Selected Funding Categories

Category	21-24 STIP	24-27 STIP
Fix-It	\$850m	\$800m
Public and Active Transportation	\$158m	\$255m
Enhance Highway	\$687m	\$175m
Safety	\$147m	\$147m
Local Programs	\$406m	\$404.5m
ADA Curb Ramps	\$316.4m	\$170m



Questions for Advisory Committees and Stakeholders

To inform development of funding scenarios for the OTC

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- Do the priorities expressed in 2020 – particularly strong support for public and active transportation and Fix-It – remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?

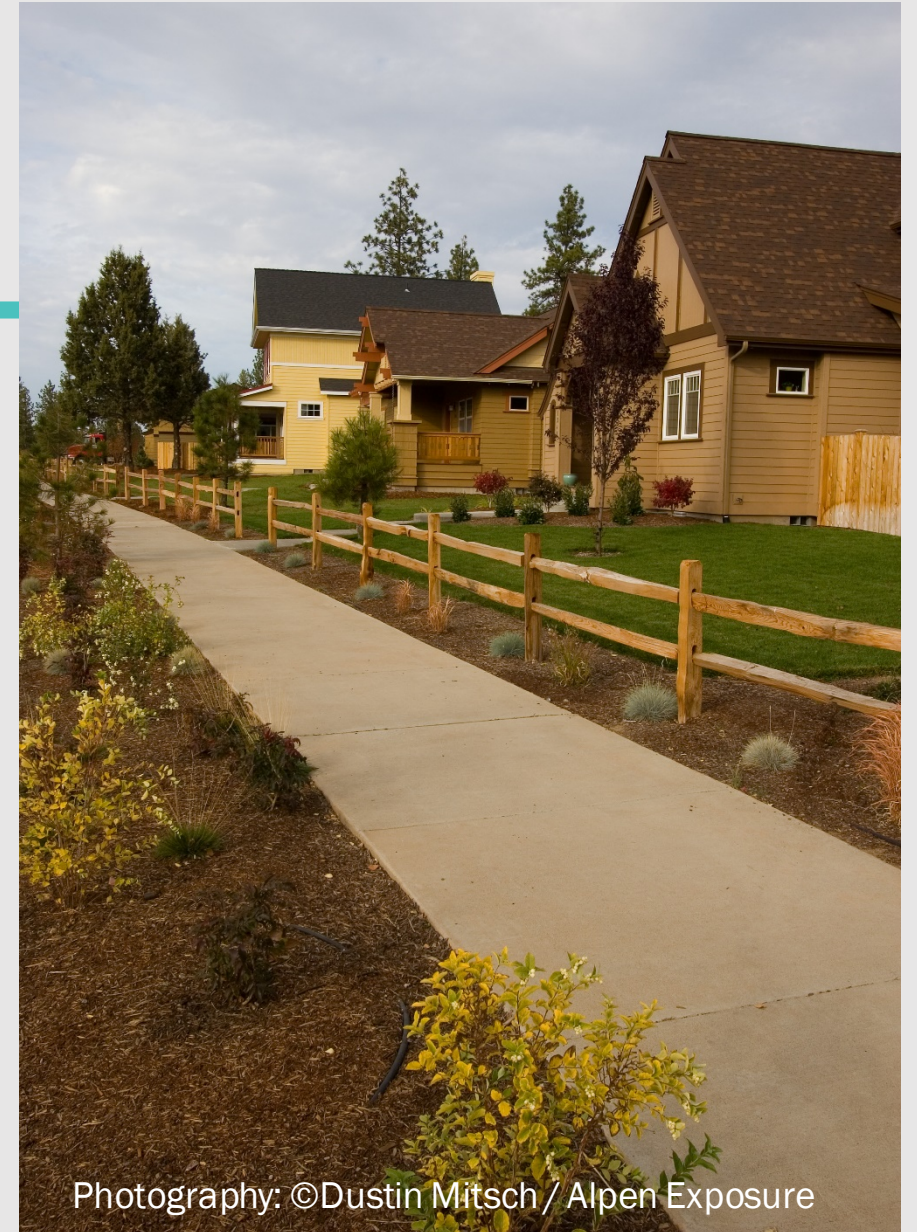


Potential Ideas

Category	21-24 STIP	24-27 STIP	IIJA Funding Ideas
Fix-It	\$850m	\$800m	Increase funding for bridges. Majority of ODOT-owned bridges over 50 years old, current replacement cycle is hundreds of years. Increase ITS funding.
Public and Active Transportation	\$158m	\$255m	Increase active transportation funding, focus areas include new climate rules and ODOT Region active transportation plans/inventories
Enhance Highway	\$687m	\$175m	
Safety	\$147m	\$147m	Increase safety funding. Increased fatalities and fatality rates past 5+ years. Specific focus on US97?
Local Programs	\$406m	\$404.5m	
ADA Curb Ramps	\$316.4m	\$170m	

Next Steps

- **ODOT Webinar:** Tuesday, Dec 7, 9-10:30 a.m.
- Staff to prepare draft letter to OTC for Policy Board consideration at Dec 14 meeting
- Questions?



Agenda Item # 7: Member Roundtable

Agenda Item # 8: Public Comment – Tyler

Agenda Item # 9: Next TAC meeting

- The next meeting of the TAC is scheduled for January 5th at 10 am

Agenda Item # 10: Adjourn