
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: March 15, 2022
Time: 12:00 pm – 1:30 pm
Location: Virtual meeting. Participation information provided below:

Register for this meeting using the following link:

https://bendoregon-gov.zoom.us/webinar/register/WN_Pvr4qPeMSbqhr7n_kKtb1Q

After registering, you will receive a confirmation email containing information about joining the webinar or call in options.

To Join by Phone: 888-788-0099 (Toll Free)

Webinar ID: 896 9217 7184 Event Passcode: bmpo

The ID and password are not typically required. To comment, use the "raise hand" feature and staff will call on you. Phone participants use *9.

YouTube Stream Option: https://youtu.be/C2HTWI_0D1o

Contact: Tyler Deke, BMPO Manager (541) 693-2113 or tdeke@bendoregon.gov

1. **Call to Order & Introductions..... Barb Campbell**
2. **Virtual Meeting Guidelines..... Jovi Anderson**
3. **Public Comment..... Barb Campbell**

Action Items

4. **Meeting Minutes Barb Campbell**

Review and approve the February 15, 2022 Policy Board (**Attachment A**) draft meeting minutes

Recommended Language for Motion: I move approval of the February 15, 2022 Policy Board draft meeting minutes as presented.

5. **2021-2022 Supplemental Budget & 2022-2023 Budget Update Jovi Anderson**

Background: This proposed supplemental budget adds funds to the Bend Metropolitan Planning Organization (MPO) Fiscal Year (FY) 22 Budget from Surface Transportation Block Grant (STBG) funds through the Oregon Department of Transportation (ODOT) Fund Exchange Program. The intent of these funds is to set up a multi-year consultant contract for work

on the Bend Redmond Transportation Model, the Metropolitan Transportation Plan update, and other possible planning projects. Staff will also provide an update on the 2022-2023 Budget development process and upcoming public meetings for review and potential adoption of the budget.

Attachments: Issue summary (**Attachment B**) and Resolution 2022-01 (**Attachment C**) to adopt the budget amendment. The adopted 2021-22 budget and past budget actions are posted on the BMPO website:
<http://www.bendoregon.gov/mpobudget>

Action Requested: Review and consider approval of the proposed budget amendment (via Resolution 2022-01)

Recommended Language for Motion: I move approval of the 2021-22 Supplemental Budget by way of Resolution 2022-01

6. Reallocation of Returned STBG Awards..... Tyler Deke

Background: The Policy Board recently approved language regarding use and reallocation of renounced STBG funding awards. Upon solicitation to TAC members and others for eligible projects, one project was submitted for the available funds. The TAC made a recommendation of approval to the Policy Board to reallocate the returned awards and additional FY2021 STBG funds received for the project submitted. A review of the project and available funds will be provided.

Attachments: Memo (**Attachment D**)

Action Requested: Consider reallocation of available funds to eligible project

Recommended Language for Motion: I move approval of \$346,750 in available STBG funds to be used for the City of Bend Riverfront Street Preservation Program Riverfront Street / Deschutes River Trail complete street capital improvement project

Information Items

7. ODOT Transportation Electrification Infrastructure Needs Analysis Jillian DiMedio, ODOT

Background: The ODOT Climate Office, in partnership with the Oregon Department of Energy, completed the Transportation Electrification Infrastructure Needs Analysis (TEINA) study to identify electric vehicle charging needs and gaps across Oregon. The study proposes solutions to help accelerate widespread transportation electrification in Oregon. Jillian DiMedio will provide an overview of the study and discuss next steps.

Attachments: TEINA executive summary (**Attachment E**). Additional information about the study is available on the following website:
<https://www.oregon.gov/odot/Programs/Pages/TEINA.aspx>

Action Requested: None. Information item

8. Safe Routes to Schools Program Update Brian Potwin, Commute Options and Robin Lewis, City of Bend

Background: Safe Routes to Schools includes education and outreach programs as well as construction projects. City of Bend staff will discuss the City’s history of SRTS planning, construction and future grant opportunities. Commute Options staff will discuss their history of education and outreach programs, current work (e.g. Walking School Bus Program), and grant opportunities.

Attachments: None. Information about Commute Options’ programs are available on the following sites: <https://www.commuteoptions.org/safe-routes-to-school/> and <https://www.commuteoptions.org/walking-school-bus/>

Action Requested: None. Information update

9. Other Business Barb Campbell

10. Public Comment Barb Campbell

11. Next Policy Board Meeting

The next regular meeting of the Policy Board is scheduled for April 19 at 12 noon

12. Adjourn

Additional Attachments

- Letter to OTC re federal infrastructure bill (**Attachment F**)



Accessible Meeting/Alternate Format Notification

This meeting event/location is accessible. Sign or other 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 at no cost. Please contact Andrea Napoli no later than 24 hours in advance of the meeting at (541) 323-8545 or anapoli@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.

DRAFT
BEND METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD
Virtual Meeting – MINUTES
February 15, 2022

YouTube link: https://youtu.be/N5E-BM_IPcM

Present during the meeting were:

Policy Board Members: Bend City Council: **Chair** Barb Campbell, **Vice-Chair** Megan Perkins, *Rita Schenkelberg absent*; Deschutes County Commission: *Phil Chang absent*; Oregon Department of Transportation (ODOT): Bob Townsend

Policy Board Alternates: David Abbas, *City of Bend Transportation and Mobility Director*; Chris Doty, *Deschutes County Road Department Director*; David Amiton, *ODOT Region 4 Planning Manager*

MPO Staff: Tyler Deke, *Manager*; Jovi Anderson, *Program Coordinator*; Andrea Napoli, *Senior Planner*

Visitors: Cameron Prow, *TYPE-Write II (minutes consultant)*; Brian Potwin, *Commute Options*; Donald Morehouse, *ODOT Region 4*; Dorinne Tye; John Bosket, *DKS Associates*; Kymala Lutz, *City of Bend Finance*; Liz Dickson, *Dickson Hatfield LLC*; Rick Williams, *ODOT Region 4 Principal Planner*; Rory Rowan, *City of Bend*; Tracy Stabler, *City of Bend Finance*

Media: None

(The 3 digits after a motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)

1. Call to Order – Introductions

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 11:33 a.m. on Tuesday, February 15, 2022, with a quorum of member jurisdictions present (3 of 3).

Mr. Townsend said he had to leave at 1 p.m. to attend another meeting, but ODOT alternate David Amiton would represent ODOT after he left.

2. Virtual Meeting Guidelines

Ms.. Anderson reviewed the meeting guidelines.

3. Public Comment

None.

ACTION ITEMS

4. Elect Chair and Vice-Chair

Ms. Perkins nominated Ms. Campbell to serve as Chair for calendar year 2022.

Motion 1 (3/0/0): Ms. Perkins moved that Ms. Campbell serve as Chair of the Policy Board for 2022. Mr. Doty seconded the motion which passed unanimously.

Mr. Deke reported a recent e-mail from Phil Chang stated he was willing to serve as Vice-Chair for calendar year 2022.

Ms. Perkins nominated Mr. Chang to serve as Vice-Chair for calendar year 2022.

Motion 2 (3/0/0): Ms. Perkins moved that Mr. Chang serve as Vice-Chair of the Policy Board for 2022. Ms. Campbell seconded the motion which passed unanimously.

5. Annual Financial Report Presentation

Data: Report posted on

<https://www.bendoregon.gov/home/showpublisheddocument/51768/637751681054970000>

Assistant City of Bend Finance Director Tracy Stabler provided an overview of the annual MPO audit conducted by Moss Adams LLP for the fiscal year ending June 30, 2021. Under an Intergovernmental Agreement (IGA) between the Bend MPO and the City of Bend, the City acts as the MPO's fiscal agent, doing all accounting and related reporting. She stated that everything was clean and operating as it should.

Motion 3 (3/0/0): Ms. Perkins moved acceptance of the 2020-2021 annual financial report. Mr. Doty seconded the motion which passed unanimously.

6. Review/Approve Policy Board Minutes

Data: January 18, 2022 (Agenda Attachment A)

Motion 4 (3/0/0): Ms. Perkins moved approval of the January 18, 2022, Policy Board draft meeting minutes as presented. Mr. Doty seconded the motion which passed unanimously.

7. Federal Infrastructure Investment and Jobs Act (IIJA)

Data: ODOT funding proposals (Agenda Attachment B) and

Link to the online open house for input on IIJA funding scenarios being considered by the Oregon Transportation Commission:

<https://odotopenhouse.org/infrastructure-investment-and-jobs-act>

Mr. Deke reviewed four funding scenarios (Fix-It, Public/Active Transportation, Enhance Highway, Balanced) being considered by the Oregon Transportation Commission (OTC). The IIJA surface transportation component combines reauthorization of the FAST (Fixing America's Surface Transportation) Act with a one-time transportation funding package that will significantly increase funding to Oregon over the next five years. He noted the OTC was meeting on February 17, 2022, and would likely meet two more times on this issue.

Policy Board concerns included whether IIJA funding would shore up some budget issues for the north-end project, purpose of the City's GO (General Obligation) Bond funding, negative impact of not maintaining the existing transportation system, graphic needed to show how repair costs go up as pavement conditions go down, importance of pedestrian and bike connections for Safe Routes to Schools, impacts of being the fastest-growing county in Oregon and one of the fastest-growing MPOs in the country. Board members generally agreed the draft letter should state the Policy Board supported the Enhanced scenario but believed the Fix-It scenario was also important.

Motion 5 (2/0/1): Ms. Perkins moved approval of the draft letter as discussed to the Oregon Transportation Commission. Mr. Doty seconded the motion which passed with the City and

County representatives voting in favor, none opposed, and the State representative abstaining due to a conflict of interest.

Mr. Deke stated he would combine elements of two draft letters he e-mailed to the Policy Board prior to this meeting to assure compliance with today's discussion.

8. US97/Baker Road Interchange Area Management Plan

Data: Project memo (Agenda Attachment C) and projects maps (Agenda Attachment D).

Additional project information posted at

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97BakerRd>

Mr. Bosket reviewed the background, public engagement, project status, and next steps. He requested Policy Board feedback on the MPO's preference of the three alternatives presented: (1) Enhance Existing Ramp Terminals, (2) Tight Urban Diamond Interchange (TUDI), and (3) Southbound On- & Off-Ramp Flyovers with Roundabout (Flyover Interchange). The Technical and Community Advisory Committees recommendation was to "advance Alternative 1 as the preferred alternative but retain the ability to implement Alternative 3 (if needed beyond 20-year planning horizon, if growth exceeds expectations, if sufficient funding becomes available)."

Policy Board concerns included signaling the Baker Road/Cinder Butte Road intersection and how the multi-use path would be accessed.

Motion 6 (2/0/1): Ms. Perkins moved confirmation of Alternative 1 as the preferred alternative. Mr. Doty seconded the motion which passed with the City and County representatives voting in favor, none opposed, and the State representative abstaining due to a conflict of interest.

INFORMATION ITEMS

9. US97 North Corridor Project Trail Crossing Study

Mr. Rowan provided an update on the US97 North Corridor Project Trail Crossing Study. The City of Bend is evaluating the feasibility of constructing a grade-separated multimodal trail crossing of the planned new US97 alignment and parallel Burlington Northern Santa Fe) railroad between Empire Avenue and Cooley Road. His presentation covered the study limits (two locations: Nels Anderson Road/Fred Meyer Road/Vogt Road and Robal Lane/Raymond Court), goals, and constraints. *Next steps*: four draft alternatives, \$12.1 to \$20.6 million cost estimate ranges, trail study team meeting in February 2022 to review, and final alternatives in April 2022.

Policy Board comments/questions covered the purpose and longevity of the shoofly track. Mr. Abbas stated the shoofly rail would be a temporary facility installed to facilitate construction of the undercrossing.

Ms. Dickson asked if the study team considered the safety expenses of cleaning snow and ice off an overcrossing versus an undercrossing.

10. Other Business

- Oregon MPO Consortium: Chair Campbell reported attending a recent meeting of this group. Folks from Portland and Salem are starting to make the case that more infrastructure funding needs to go to the I-5 corridor.

- Request to Provide Staff Support to Albany and Corvallis MPOs: Mr. Deke outlined a request from two Oregon MPOs for limited staff assistance of approximately 10 hours per month over the next six months. The transportation manager overseeing those two MPOs is taking an extended leave. Staff at those MPOs are relatively new to planning in general and the MPO world. The Bend MPO will be reimbursed for any support hours provided to the Albany and/or Corvallis MPOs. He requested Policy Board approval to move forward with developing an IGA between the Bend MPO and Oregon Cascades West Council of Governments.

Motion 7 (3/0/0): Ms. Perkins moved approval of the IGA between the Bend MPO and the Oregon Cascades West Council of Governments. Mr. Doty seconded the motion which passed unanimously.

- Updating the Bend/Redmond Area Transportation Model: Mr. Deke stated the Bend MPO works with ODOT to maintain the transportation model used for traffic analysis in the Bend and Redmond areas. The current model was built for average weekdays in fall and spring when heavy tourist traffic is not present. The City of Bend wants to develop a peak season (summer) scenario to assess traffic impacts associated with construction projects over the next several years and to establish detours. The proposal is to jointly fund this work between the City of Bend and the MPO. The total cost to develop the peak-season scenario is estimated at \$30,000-\$35,000. Bend MPO's share would be \$15,000-\$18,000, which could be covered under the Consultant line item of the budget.

Motion 8 (3/0/0): Ms. Perkins moved approval of MPO funding for development of the peak season travel model scenario. Mr. Doty seconded the motion which passed unanimously.

11. Public Comment

None.

12. Next Policy Board Meeting

- March 15, 2022, 12 noon (3rd Tuesday)

13. Adjourn

With no further business, Chair Campbell adjourned the meeting at 1:33 p.m.



MPO Supplemental Budget

March 15, 2022

Bend Metropolitan Planning Organization Fiscal Year 22 Supplemental Budget

Issue Summary:

This proposed supplemental budget adds funds to the Bend Metropolitan Planning Organization (MPO) Fiscal Year (FY) 22 Budget from Surface Transportation Block Grant (STBG) funds through the Oregon Department of Transportation (ODOT) Fund Exchange Program. The intent of these funds is to set up a multi-year consultant contract for work on the Bend Redmond Transportation Model, the Metropolitan Transportation Plan update, and other possible planning projects.

STBG Fund Exchange:

Bend MPO will use the STBG Fund exchange agreement with ODOT. By exchanging the funds, the MPO can use the City of Bend procurement process to secure consultant services. The fund exchange rate is 90 cents in state funds for every 1 dollar in federal funds. The MPO will exchange **\$173,951 in federal funds for \$153,556.67 in state funds.**

A Supplemental Budget for fiscal year (FY) 22 is needed to add these funds to the MPO budget.

Background:

Bend MPO receives an annual allocation of STBG funds. There is a reserve of these funds that has not been used. The amount of STBG funding in reserves for FY 20 is \$173,951.86. These federal funds will be exchanged for state funds.

Federal STBG	Local Match	Exchange rate	State STBG Funds
\$173,951.86	\$ -	90%	\$156,556.67

How do these funds get distributed?

The Oregon Department of Transportation has an agreement, found [here](#) with the Association of Oregon Counties and League of Oregon Cities that provides Federal Surface Transportation Block Grant (STBG) funds to Cities, Counties, and the state's small Metropolitan Planning Organizations (MPO). To find out more about the ODOT fund exchange program, visit

<https://www.oregon.gov/odot/LocalGov/Documents/2021%20Fund%20Exchange%20Overview.pdf>

Objectives:

Bend MPO will use the STBG Fund Exchange process to procure a service contract under the City of Bend process. The fund exchange benefits compared to keeping these funds federal are flexible funding, lower oversight costs, no local match requirement and cost efficiency for small projects.

Funding:

The STBG Fund exchange is on a reimbursement basis. MPO will seek a request for proposals for a multi-year contract to provide assistance with updates to the Bend Redmond Transportation Model, the Metropolitan Transportation Plan update and possibly other planning projects. Some of these funds may carry over to FY 23.

Action Requested:

Review and consider approval of the following resolutions.

- FY 22 Supplemental Budget by way of Resolution 2022-01

Suggested Motion Language:

I move to approve the Supplemental Budget for Bend MPO Fiscal Year 2022 to add STBG Fund Exchange Funding by way of Resolution 2022-01

Link to review the full documents:

Bend MPO approved, proposed and historical amendments to the Bend MPO FY 22 Unified Planning Work Program and Budget are available here: www.bendoregon.gov/mpobudget

Comparison Budget Changes

Approved MPO Supplemental Budget Summary:

Fiscal Year 2021-22 Budget Summary			
	Resources		Appropriations
Beg. Working Capital	\$ 100,000		
		By Budget Category:	
FHWA PL ¹		MPO Program	\$ 720,000
Federal Share	168,700	Loan Repayment	100,000
FTA Section 5303	51,600	Contingency	100,000
STBG - BMPO Planning	269,200		
ODOT Safety Division Funding	145,000		
Total Grant Funding	\$ 634,500	Total Budgeted Appropriations	\$ 920,000
		By Task:	
FHWA PL ¹		Task 1: Dev. & Program Management	\$ 355,400
State Match	19,300	Task 2: Short Range Planning	91,500
FTA Local Match ²	5,900	Task 3: Long Range Planning	407,400
STBG Local Match ²	30,800	Task 4: Modeling and Data Collection	65,800
ODOT Safety In-kind Match ²	29,500		
Total Match Funding	\$ 85,500		\$ 920,000
City of Bend Loan	100,000		
			Variance Due to Rounding
Total Budgeted Resources	\$ 920,000	Total Budgeted Requirements	\$ 920,000

Proposed MPO Supplemental Budget Summary:

Fiscal Year 2021-22 Budget Summary (Supplemental Budget Proposed 3/2022)			
	Resources		Appropriations
Beg. Working Capital	\$ 100,000		
		By Budget Category:	
FHWA PL ¹		MPO Program	\$ 876,100
Federal Share	168,700	Loan Repayment	100,000
FTA Section 5303	51,600	Contingency	100,000
STBG - BMPO Planning	269,200		
STBG - BMPO Fund Exchange	156,600		
ODOT Safety Division Funding	145,000		
Total Grant Funding	\$ 791,100	Total Budgeted Appropriations	\$ 1,076,100
		By Task:	
FHWA PL ¹		Task 1: Dev. & Program Management	\$ 355,300
State Match	19,300	Task 2: Short Range Planning	91,500
FTA Local Match ²	5,900	Task 3: Long Range Planning	406,900
STBG Local Match ²	30,800	Task 4: Modeling and Data Collection	222,400
ODOT Safety In-kind Match ²	29,000		
Total Match Funding	\$ 85,000		\$ 1,076,100
City of Bend Loan	100,000		
Total Budgeted Resources	\$ 1,076,100	Total Budgeted Requirements	\$ 1,076,100

Proposed MPO Supplemental Budget Line Item Detail:

Account Description	FY21-22 Adopted Budget	FY21-22 Supplemental Budget 2021-04 10/19/2021	FY21-22 Supplemental Budget 2022-01 3/15/2022	FY21-22 Supplemental Budget 2022-01 3/15/2022
Beginning Working Capital ¹	\$ 100,000	\$ 100,000		\$ 100,000
Federal Pass-through Grant - ODOT	539,500	634,500	156,557	791,100
State match for MPO's & State Funds	19,300	19,300		19,300
Bend/Deschutes County In-Kind Match	42,400	66,200		66,200
Loan from City of Bend General Fund ²	100,000	100,000		100,000
Total Resources	\$ 801,200	\$ 920,000	\$ 156,557	\$ 1,076,557
Requirements:		\$ -		\$ -
Regular Salaries	\$ 254,000	\$ 254,000		\$ 254,000
Other Payouts	3,200	3,200		3,200
Overtime	1,500	1,500		1,500
Social Security Tax	16,100	16,100		16,100
Medicare Tax	3,800	3,800		3,800
Unemployment	300	300		300
Workers Compensation	100	100		100
PERS IAP	15,500	15,500		15,500
PERS OPSRP	38,100	38,100		38,100
PERS Debt Service	6,500	6,500		6,500
Workers Compensation Insurance	1,100	1,100		1,100
Disability Insurance	700	700		700
Life Insurance	300	300		300
High Deductible - Premium	40,900	40,900		40,900
High Deductible - Deductible	9,500	9,500		9,500
High Deductible - Coinsurance	1,900	1,900		1,900
Dental Insurance - Premium	3,000	3,000		3,000
Telemed Service	100	100		100
OPEB Funding	6,600	6,600		6,600
Employee Parking	500	500		500
Section 125 Benefits	300	300		300
Alternate Modes	300	300		300
Total Personnel Services	\$ 404,300	\$ 404,300	\$ -	\$ 404,300
Professional Services - Legal	5,000	5,000		5,000
Professional Services - Consulting	74,900	169,900	156,557	326,000
Professional Services - Financial Audit	5,200	5,200		5,200
Software Maintenance	2,500	2,500		2,500
Postage	100	100		100
Advertising	700	700		700
Copiers	100	100		100
InterAgency	53,600	53,600		53,600
Equipment	300	300		300
Technology Equipment	3,500	3,500		3,500
Mobile Device Services	500	500		500
Office Supplies	200	200		200
Employee Costs	1,500	1,500		1,500
Employee Costs - Training	1,500	1,500		1,500
Employee Costs - Licenses & Dues	1,700	1,700		1,700
Community Education & Outreach	800	800		800
Insurance Premium	2,400	2,400		2,400
In-Kind Match	42,400	66,166		66,200
Total Materials and Services	\$ 196,900	\$ 315,666	\$ 156,557	\$ 471,800
Loan Repayment	100,000	100,000		100,000
Contingency	100,000	100,000	-	100,000
Total Requirements	\$ 801,200	\$ 920,000	\$ -	\$ 1,076,100
	\$ -	\$ -		\$ -
Ending Working Capital	\$ -	\$ -		\$ -

Resolution Number 2022-01

Bend Metropolitan Planning Organization Policy Board

A RESOLUTION AMENDING THE BUDGET FOR FISCAL YEAR (FY) 2021-22

THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS FOLLOWS:

The Bend Metropolitan Planning Organization (MPO) adopted the FY 22 budget as approved by the Policy Board on April 20, 2021 and a Supplemental Budget on October 19, 2021 following ORS 294.456, and;

The FY22 Adopted Budget did not include Surface Transportation Block Grant Fund Exchange. These funds were not predicted during the development of the FY 22 budget. The Bend MPO does hereby adopt the supplemental budget 2022-01 listed below:

<u>Metropolitan Planning Organization (MPO) Fund</u>	
	2022-01
MPO Program	\$ 876,100
Loan Repayment	100,000
Contingency	100,000
Total Requirements	\$ 1,076,100

Adopted by the Bend Metropolitan Planning Organization the 15th of March, 2022.

Yes: _____

No: _____

Authenticated by the Chair this 15th of March, 2022.

Barb Campbell, Chair

Attest:

Tyler Deke, MPO Manager



MEMO

TO: BEND MPO POLICY BOARD
 FROM: ANDREA NAPOLI, SENIOR PLANNER
 DATE: MARCH 8, 2022
 RE: REALLOCATION OF RETURNED STBG AWARDS

Request

Consider reallocation of returned STBG funds, in addition to other remaining FY2021 STBG dollars to eligible project seeking funds.

Background

The Bend MPO Policy Board recently finalized policy language regarding use and reallocation of renounced STBG funding awards. Currently, a total of \$320,468 in renounced funds (FFY2021 & FFY2022) exists. Projects that fall under one (or more) of the listed descriptions enumerated, below, are eligible for consideration for reallocation of available funds:

1. Projects awarded funding that are experiencing a funding shortfall to complete the project;
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;
4. City of Bend Street Preservation Program.

MPO TAC members and others were recently asked to submit by email eligible project requests to MPO staff, if they were interested in seeking the available funds. One project was submitted.

Project Seeking Renounced/Returned Funds

The City of Bend Streets Department submitted a request for consideration of use of the available funds, as shown below:

PROJECT NAME	AGENCY/ORGANIZATION	ELIGIBILITY (FROM LIST)	AMOUNT REQUESTED
Riverfront Street/ Deschutes River Trail (DRT): Galveston to Miller’s Landing	City of Bend Streets Department (in conjunction with Bend Park and Recreation District)	City of Bend Street Preservation Program	All available: \$320,468 <i>Est. unmet need of >\$336,396 (\$1.04M est. project cost in 2017 minus \$703,604 BPRD funds)</i>

Summary of project: Improve segment of DRT at Riverfront Street connecting Drake Park and Miller’s Landing Park. The roadway condition is beyond cost effective street maintenance treatments and is in need of reconstruction. The DRT segment at this location uses narrow,

poor condition urban sidewalks that are missing curb ramps and cross many residential driveways, with utilities and fire hydrants creating barriers to pedestrian needs. The project seeks to combine efforts between City of Bend Streets Department and BPRD to improve this segment of the DRT and Riverfront Street as a complete street capital improvement project. As shown in the BPRD 2022-2026 Capital Improvement Program, the project has an unmet need of \$336,396 (estimated in 2017, so likely higher now) and seeks all available, returned funds (\$320,468). The City of Bend has indicated the ability to supplement remaining costs with street preservation funding and funds from the Utility Department.

Other Remaining Unused STBG Funds

A remaining balance of \$26,282 of FY2021 STBG funding exists resultant of estimated vs. actual STBG dollars allocated to the Bend MPO from ODOT in early 2021. While these funds are not “renounced STBG funding awards” applicable to the finalized policy language that this memo refers to, they do remain unused from a prior FFY and should be spent as the Policy Board sees fit. Staff recommends that this remaining amount be considered for use with the returned awards amount.

PROJECT AREA



Summary:

Total funds available:

\$320,468 (renounced/returned FY2021 & 22 STBG awards)
 + \$26,282 (remainder of FY2021 STBG 'estimated vs actual')
 \$346,750

2017 est. project cost: \$1.04M (likely higher today)

BPRD funding: \$703,604

Unmet need: >\$336,396

City likely able to supplement remaining costs with street preservation funding and Utility Dept. funds, although any additional, available funding (\$26,282) would be useful.

TAC Review and Recommendation

At their March 2nd meeting, the TAC recommended approval to the Policy Board for the total amount of STBG funds available to be used for the submitted project.

Attachment E

Transportation Electrification Infrastructure Needs Analysis (TEINA)



**Oregon
Department
of Transportation**

Foreword

This report was produced by the Oregon Department of Transportation's Climate Office under the guidance and direction of Mary Brazell (Agency Project Manager), Amanda Pietz (Climate Office Director), and Zechariah Heck. Collaborative support and guidance were also provided by the Oregon Department of Energy through Jessica Reichers and Rebecca Smith.

The consultant project team that assisted the Climate Office in the production of this report included Wayne Kittelson (project manager), Susan Mah, and Christopher Bame, Kittelson & Associates (prime contractor); Chris Nelder, Shenshen Li, Britta Gross and Lynn Daniels, RMI; Stacy Thomas and Alexander Nelson, HDR, Inc.; and Rhett Lawrence, Jeanette Shaw, Jeff Allen, Eric Huang, Whit Jamieson, and Kelly Yearick, Forth.

The project received additional feedback and suggestions from an Advisory Group consisting of Greg Alderson, Portland General Electric; Tom Ashley, Greenlots; Phil Barnhart, Emerald Valley Electric Vehicle Association; Chris Chandler, Central Lincoln Public Utility District; Marie Dodds, AAA Oregon; Judge Liz Farrar, Gilliam County; Ingrid Fish, City of Portland; Stu Green, City of Ashland; Jamie Hall, General Motors; Zach Henkin, Cadeo Group; Joe Hull, Midstate Electric Cooperative; Juan J Serpa Muñoz, Eugene Water and Electric Board; Vee Paykar, Climate Solutions; Cory Scott, Pacific Power; Jairaj Singh, Unite Oregon; Charlie Tracy, Oregon Trail Electric Cooperative; and Dexter Turner, OpConnect. The Oregon Department of Transportation and the consultant project team acknowledge with sincere appreciation the feedback and suggestions provided by the Advisory Group members while also noting that the members were not asked and have not formally endorsed the content of this report either individually or collectively.

Intended Use of Report

Governor Kate Brown called for a needs analysis on transportation electrification infrastructure in Executive Order 20-04. Transportation electrification goals set forth in Senate Bill 1044 (2019) are specifically referenced as a guide for the analysis. Thus, the modeling assumptions and, subsequently, the results, are based on targets provided in Senate Bill 1044 - not actual real-world data (e.g., electric vehicle registrations or electric vehicle chargers installed today). This report is intended to give policymakers an idea of the needs and potential policies required to achieve Oregon's electrification goals as called for in Senate Bill 1044. While the modeling used to inform the report findings is granular to the census tract or county level (as appropriate for the various use cases modeled), the report is not intended to be used as the implementation plan for the deployment of transportation electrification infrastructure.

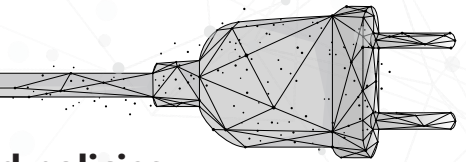
Executive Summary

The move toward electrically powered vehicles is well underway, and the speed of their adoption is accelerating at a dramatic pace. Oregon is fast approaching an inflection point of zero emission vehicle (ZEV) adoption, driven by market forces, manufacturer commitments, technology improvements, and federal and state climate policies. Public, private, and utility investments in transportation electrification infrastructure are therefore needed to serve Oregonians and businesses using electric vehicles today and in the future.

The goal of Oregon's Transportation Electrification Infrastructure Needs Analysis (TEINA) study is to evaluate the likely future charging infrastructure needs of all modes of electric transportation. As such, it is a needs analysis intended to set the stage for development of a follow-up deployment strategy. TEINA focuses on light-duty vehicle (LDV) charging needs while also including transit, delivery, freight,

and micromobility vehicles during the modeling period of 2020–2035. Directed by Oregon Governor Kate Brown's Executive Order 20-04 on climate action, the TEINA study is designed to evaluate charging infrastructure needs to meet the light-duty zero emission vehicle adoption goals articulated under 2019 Oregon Senate Bill 1044 (Senate Bill 1044) while also examining charging needs for other vehicle types and use cases. Charging needs of rural drivers, and those residing in historically marginalized communities, are of particular note. Additionally, the study recommends policies and implementation priorities required to accelerate infrastructure deployment, with special emphasis on the near-term to ensure Oregon sets an appropriate pace to achieve all of its midterm and longer-term milestones. Both the TEINA goals and Oregon's Senate Bill 1044 light-duty zero emission vehicle (ZEV) goals are reflected in the following graphic.

Oregon's Transportation Electrification Infrastructure Needs Analysis

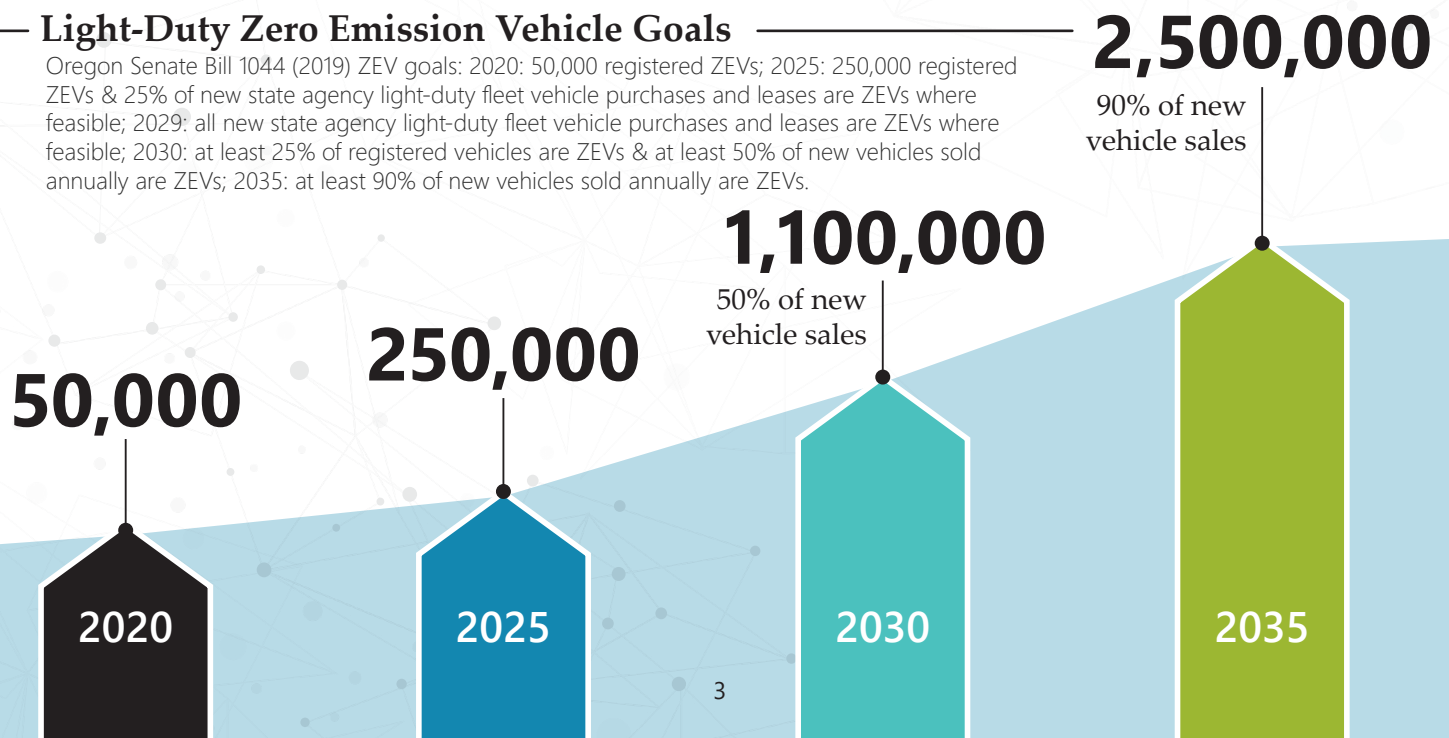


Evaluate future charging infrastructure needs of light-duty vehicles and other modes of electric transportation.

Recommend policies and implementation priorities to accelerate charging infrastructure.

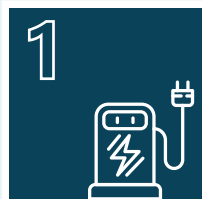
Light-Duty Zero Emission Vehicle Goals

Oregon Senate Bill 1044 (2019) ZEV goals: 2020: 50,000 registered ZEVs; 2025: 250,000 registered ZEVs & 25% of new state agency light-duty fleet vehicle purchases and leases are ZEVs where feasible; 2029: all new state agency light-duty fleet vehicle purchases and leases are ZEVs where feasible; 2030: at least 25% of registered vehicles are ZEVs & at least 50% of new vehicles sold annually are ZEVs; 2035: at least 90% of new vehicles sold annually are ZEVs.



To achieve the vision of ubiquitous zero emission vehicle (ZEV) charging access, six overarching electric vehicle (EV) infrastructure goals emerged from the Transportation Electrification Infrastructure Needs Analysis (TEINA) study.

Electric Vehicle Infrastructure Goals



Support rapid deployment of EV charging infrastructure in homes, along travel corridors, at work and fleet depots, at travel destinations, and in multi-unit dwellings.



Ensure EV charging infrastructure is equitable and accessible to all Oregonians (including all communities, income levels, and geographic locations).



Ensure the public charging experience is user-friendly, convenient, safe, and consistent.



Ensure that EV charging offers all consumers and fleets the benefit of lower electric fueling costs.



Ensure utilities are positioned for rapid expansion of EV charging statewide. Utilities must plan for and supply increasing demands for electricity while exploring resiliency in the event of power outages.



Develop foundational policies and provide resources to support community members, businesses, local governments, and tribes to build and benefit from a ZEV future, including educational and technical resources, EV-ready residential and commercial buildings, a skilled workforce, and increased support for micromobility solutions.

The study was primarily focused on the sizeable and thus critically important light-duty vehicle (LDV) sector; however, a total of nine different use cases were modeled: Urban LDVs, Rural LDVs, Corridor LDVs, Local Commercial and Industrial Vehicles (also referred to as medium-duty vehicles), Transit and School Buses, Transportation Network Companies (such as Uber and Lyft), Long-Haul Trucking, Micromobility, and the specific infrastructure needs

of Disadvantaged Communities. Broadly speaking, and as expected, the public charging needs of the Urban and Rural LDV sectors are an order of magnitude greater than for the other transportation sectors (use cases). Across all sectors, there is an extraordinary need for charging infrastructure growth, not only by 2035 and well in advance of the large volume of EVs anticipated, but also a significant near-term need for growth over the next four years.

Modeling Results

Number of Charging Ports Needed by Use Case (Business as Usual Scenario)

	2020	2025	2030	2035
Urban Light-Duty Vehicles (LDVs)	2,000	8,000	39,000	84,000
Rural LDVs	1,000	5,000	22,000	49,000
Corridor LDVs	400	2,000	3,900	6,100
Local Commercial and Industrial Vehicles	10	371	949	1,836
Transit and School Buses	15	893	3,318	7,407
Transportation Network Companies (TNC)	0	23	193	216
Long-Haul Trucking	0	39	219	690
Disadvantaged Communities	100	600	2,700	6,000
Total Number of Charging Ports	3,525	16,926	72,279	155,249
Increase Over 2020 Level		480%	2,050%	4,404%

Note: Modeling assumes 50,000 electric vehicles in 2020. Projections reflect optimized Business as Usual results.

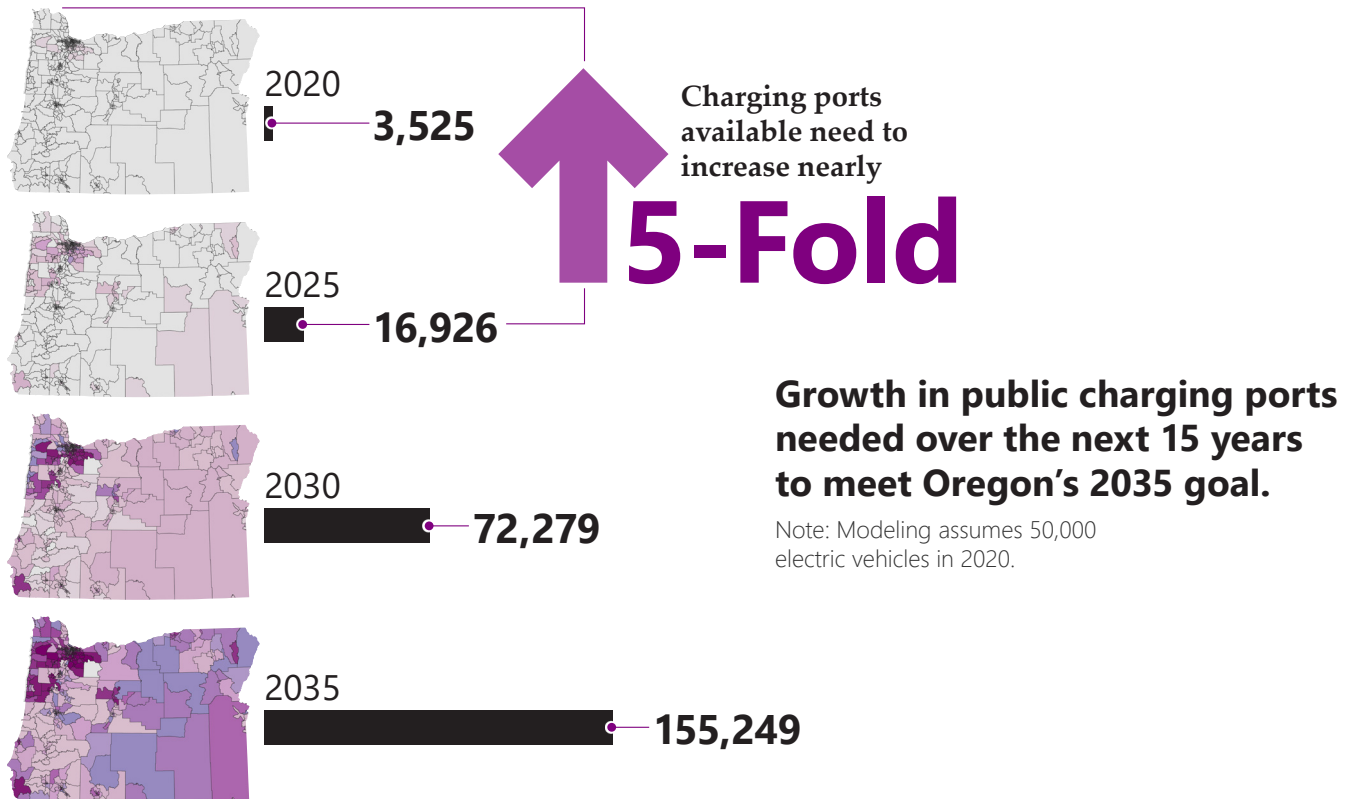
Light-Duty Vehicle Charging Ports Needed by Type of Charging Port (Business as Usual Scenario)

	2025	2030	2035
Workplace Level 2	7,022	32,405	70,429
Public Level 2	4,472	20,611	44,785
Public Direct Current Fast Charge (DCFC)	4,411	14,875	29,639

Note: LDV includes the Urban, Rural, Corridor, TNC, and Disadvantaged Communities Use Cases

As shown in the first graphic above, in the optimized Business as Usual scenario, 155,249 charging ports will be required by 2035—a 44-fold increase from required 2020 levels. In order to meet just the light-duty vehicle charging needs across all use cases, the second table summarizes the need for Level 2 workplace charging, public Level 2, and public DCFC. These figures highlight the rapid growth in EV charging infrastructure required over the next 5, 10, and 15 years.

The analysis assumes that in 2020, 90% of light-duty urban and rural electric vehicle (EV) charging takes place at home, but by 2035, this shifts to 60% of Urban and Rural light-duty vehicle (LDV) charging at home and takes into account that a significant portion of Oregonians live in multi-unit dwellings (MUDs) (e.g., apartments, duplexes, townhomes) where access to convenient overnight on-site charging can be a challenge* The need for public charging grows exponentially from 2020 to 2035 and can be seen in the following heatmaps that show available charging ports across all use cases need to increase nearly five-fold just from 2020 to 2025.



Though this study is largely focused on an assessment of the future public charging needs for light-duty EVs, it is worth noting the vast majority of light-duty EV charging today is accomplished by home charging and will remain the case for the foreseeable future. Today, a majority of early EV owners live in single-family homes with easy access to a Level 1 outlet or a Level 2 charging port. However, MUD residents often do not have access to a dedicated parking space, let alone an electrical outlet where they can reliably charge an EV. This study points to several policies to address MUD's charging needs, including public Direct Current Fast Charge (DCFC) community hubs as well as on-site Level 2 and off-site Level 2 public charging.

Home Charging Ports Needed (Business as Usual Scenario)

Note: Each cell identifies the number of home charging ports needed by year and, in parentheses, the percentage of homes assumed to have access to a home charging port.

	2020	2025	2030	2035
Number of ports	45,000	200,000	770,000	1,500,000
Percentage of homes with access	(90%)	(80%)	(70%)	(60%)

Policy initiatives recommended in the Transportation Electrification Infrastructure Needs Analysis (TEINA) study address the critical need for significant public charging investments to meet demand and develop confidence among the driving public that EV charging will be as easy as refueling a gasoline vehicle. Rapid growth in public charging is essential to achieve mainstream adoption of EVs. However, the TEINA study also describes the need for broadly adopted building codes that will ensure all homes and MUD in the future are built with an EV-ready charging capability, so that owners and renters alike have more equitable access to home charging—and aren't solely reliant on potentially more costly public charging solutions.

* According to the U.S. Census Bureau's 2014-2018 American Community Survey, about one-quarter of Oregonians live in multi-unit dwellings.

Policy Recommendations

The near-term policy priorities are described below.

**Zero emission vehicle (ZEV) infrastructure deployment strategy—
2 to 5 year focus, including opportunities for targeted state investment**



Target equity in charging

- Ensure charging access for those eligible for Charge Ahead rebate.
- Incentivize workplace charging at employers, emphasizing women and minority-owned businesses and similar groups.
- Incentivize investment in charging deserts in rural areas.



Update Oregon's building codes and parking ordinances to make them electric vehicle (EV) ready



Develop and fund a statewide educational and technical assistance program for charging

- Develop fact sheets, technical resource documents, and website content.
- Create proactive outreach program that is comprehensive, is hands-on, and targets high priority markets.
- Serve as an initial point of contact, referring individuals to utilities and other resources.
- Provide guidelines and model processes for streamlining permitting.



Lead by example: install charging at state buildings and offices for employees and visitors



The Transportation Electrification Infrastructure Needs Analysis (TEINA) identifies Oregon's urgent need to increase EV charging infrastructure to meet the state's goals for growth in EVs, which will create an unprecedented shift in the way Oregonians fuel their vehicles. TEINA sets out EV infrastructure goals to provide Oregonians with confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline, and recommends policies to achieve these goals.

Looking forward, TEINA points to priorities for both for policies and implementation actions to achieve these goals. Priority EV infrastructure deployment actions in the near term fall into three focus areas: (1) *targeting light-duty EV charging needs, while* (2) *supporting depot charging for fleets of all types, and* (3) *planning for charging needs of local commercial and industrial vehicles and long-haul trucking.* A series of next steps is needed, to turn the recommendations identified by TEINA into realizable results. To implement TEINA's findings, a statewide ZEV charging infrastructure deployment strategy is being developed, with a 2–5 year focus, to fine tune and prioritize specific infrastructure actions needed to accelerate ZEV adoption—incorporating concerns for equity and geographic balance. In addition, three areas of study will be pursued: (1) A supplemental inquiry into the refueling needs of hydrogen fuel cell ZEVs; (2) An assessment of the barriers impeding accelerated adoption of electric micromobility (e.g., eBikes, eScooters, eTrikes), including concerns beyond charging infrastructure; and (3) Addendums to TEINA to facilitate stakeholder planning. These next steps will keep Oregon charging ahead, preparing for an electric future.



Attachment E

Prepared for:

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June 28, 2021



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February 16, 2022

Oregon Transportation Commission
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Salem, OR 97301-3871

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Senior Planner

Re: Infrastructure Investment and Jobs Act – Investment Scenarios

Dear Oregon Transportation Commissioners,

I am writing on behalf of Bend MPO Policy Board to provide feedback on the four scenarios under consideration for the discretionary funding available through the federal Infrastructure Investment and Jobs Act (IIJA). We strongly encourage you to support Scenario 3: Enhance Highway. We also support Scenario 1: Fix-It.

Much long-range planning work has been completed for US97 through Central Oregon. For example, the US97 Bend Parkway Plan identifies a wide range of improvements, including safety projects, bicycle and pedestrian access and connectivity projects, and interchange improvements. Bend residents approved a \$190 million transportation bond in November 2020. The bond includes partial funding for several projects identified in the Parkway Plan. The Enhance Scenario will provide an opportunity for the OTC and ODOT to leverage these committed local funds to complete key improvements on US97. Additionally, several major projects are underway or are programmed on the state highway system in Central Oregon. These projects will address critical safety issues, improve bicycle and pedestrian access and connectivity, and improve access to rapidly growing areas. Rapidly escalating right-of-way and construction costs are impacting the scope of these projects. The Enhance scenario will provide an opportunity to fully fund these projects.

We trust that safety improvements will be part of the broader Enhance set of programs. The number of people dying and being severely injured on Oregon's roads has too high for many years. The significant increase in pedestrian fatalities is especially alarming. Significant strides have been made to improve highway safety in Central Oregon, but additional funding for targeted and systemic safety improvements is needed.

We understand and support the need for additional fix-it funding. The state highway system has a rapidly aging inventory of bridges and culverts. The condition of the state's highways is expected to decline in the coming years, and the replacement cycle for Oregon's bridges is now hundreds of years long.

The state highway system is critical to the movement of goods and for residents and visitors to access jobs, medical services, shopping, and recreational opportunities. The OTC has a long history of prioritizing preservation and maintenance of the existing transportation system. We support additional funding for these critical investments.

We support the dedication of safe routes to schools funding in each scenario. Funding requests for these funds greatly outstrip available funding. Additional funding will allow communities to complete bicycle and pedestrian networks and provide safe crossings near schools. These improvements will allow students to walk, bike and roll to school, while reducing traffic congestion and pollution.

Lastly, the state has established aggressive climate goals, including a significant shift away from vehicle use. A critical first step in meeting those goals will be updating the comprehensive plans and transportation plans for the cities and counties in the state's metropolitan areas. We are pleased to see that each scenario provides funding to initiate this critical work.

Thank you for you for providing this opportunity to comment. Please contact me if you have any questions.

Sincerely,

Barb Campbell