



BEND MPO
Metropolitan Planning Organization

Policy Board Meeting

March 15, 2022

Agenda Item # 1: Call to Order & Introductions – Chair Campbell

Policy Board 2021 / 2022

Barb Campbell, Chair, City of Bend Councilor

Phil Chang, Vice-Chair, Deschutes County Commissioner

Megan Perkins, City of Bend Councilor

Rita Schenkelberg, City of Bend Councilor

Bob Townsend, ODOT Region 4 Area Manager

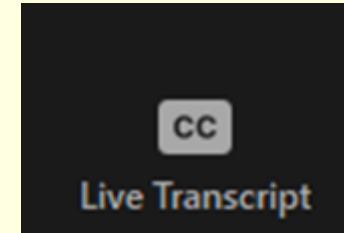
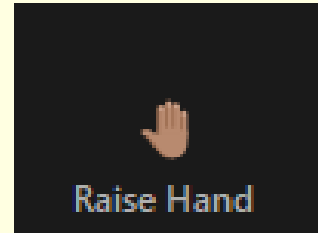
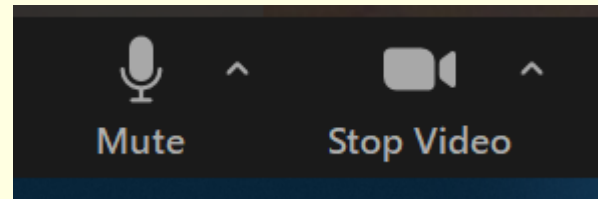
Bend MPO Staff

- 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

- 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 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.

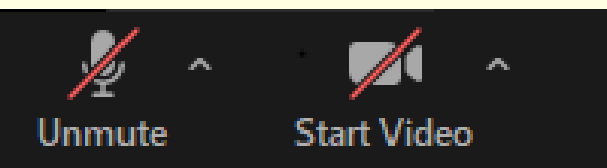


Image (Left) shows you are muted and camera is off.

Agenda Item # 3: Public Comment – Chair Campbell

Agenda Item # 4: Meeting minutes – Chair Campbell

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



BEND MPO
Metropolitan Planning Organization

**Agenda Item # 5:
2021-2022 Supplemental Budget,
2022-2023 Work Program & Budget Update
– Jovi Anderson**

Action Requested and Item Background

Policy Board Action:

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

Background:

- MPO staff to share a proposed supplemental budget adds funds to the Bend Metropolitan Planning Organization (MPO) Fiscal Year (FY) 22
- Budget from Surface Transportation Block Grant (STBG) funds are from 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.

FY22 Supplemental Budget Proposed

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

Change:

Adding \$156,600 in STBG Fund Exchange to resources and Task 4.

FY23 MPO Budget – In Development



Consider Adoption of Budget and Work Program
April 2022

Key Dates for the Development of the 2022-2023 MPO Budget

3/28/2022: Budget Committee Legal Notice Posted
4/1/2022: Bend MPO Budget Available for review
4/7/2022: Budget Committee Meeting 12 – 1:30 pm
4/8/2022: Budget Public Hearing Legal Notice Posted

4/19/2022:
Bend MPO Policy Board Public Hearing and Consideration of 2022-2023 MPO Budget and Work Program



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Metropolitan Planning Organization

Agenda Item # 6: Reallocation of Returned STBG Awards – Tyler Deke

Action Requested and Item Background

Policy Board Action:

Consider reallocation of returned STBG awards (*in addition to other remaining, unused FY2021 STBG dollars*) to eligible project.

Background:

- Policy Board finalized policy language re: use and reallocation of returned STBG awards.
 - Four (4) eligibility categories
- TAC members (and others) solicited for eligible projects seeking available funds.
 - One (1) project submitted - *Riverfront Street / Deschutes River Trail (DRT): Galveston to Miller's Landing, a complete street capital improvement project, COB Street Preservation Prog.*
- TAC March Meeting: Recommendation of approval for use of returned awards and unused FY2021 STBG funds for joint city/BPRD DRT project.

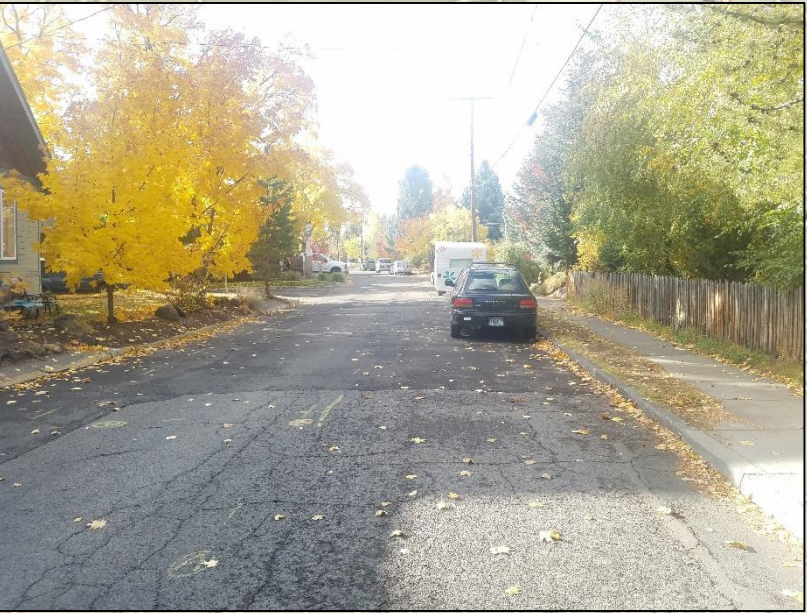
Funds Available

- \$320,468 in renounced/returned FY2021 & 22 STBG awards
 - ~\$301k from Brosterhous Rd undercrossing project (using savings from Murphy Rd project)
 - ~\$18k from BPRD Ferguson Rd trail crossing project (to be completed with city utility project)
- \$26,282 in remaining, unused FY2021 STBG funds
 - Resultant of MPO *estimated* annual STBG allocation vs. *actual* amount
- **Total available: \$346,750**



NW RIVERFRONT STREET SYNERGY PROJECT
CITY OF BEND & BEND PARK AND RECREATION

RIVERFRONT STREET PROJECT LOCATION



PROJECT BACKGROUND



- Project has been discussed by both BPRD and COB for a number of years but has had funding limitations, limited ROW, and various utility impacts.
- Project area is a “missing link” of “developed” DRT between Galveston and Miller Landing and connecting 4 pedestrian crossing locations of the Deschutes River.
- Street pavement conditions are nearing failure and beyond cost effective street preservation treatments (PCI values mostly in the low 30’s to low 40’s)
- TSP identifies this as a planned Low Stress Network
- BPRD has the project included in the 5 year CIP with a budget of \$703K.
- TMD desires to work with BPRD and COB Utilities for a complete street synergy project

PROJECT BACKGROUND



- BPRD had worked on 60% Concepts of 3 options in 2017 including:
 - Base concept: 6.5' sidewalk, 12' SB lane, 10-11.5' NB Lane (Cost Est. \$1.04M in 2017)
 - Alt 1: 10' path, 8' parking, 11' SB lane
 - Alt 2: 10' path around conflicts, 10' NB & SB lanes
 - Alt 3: 10' path through conflicts, 10' NB & SB lanes
 - Alt cost estimate from \$1M - \$1.2M (2017)
- Funding:
 - BPRD = \$703,000
 - MPO STBG = \$345,750
 - Total = \$1,048,750
 - COB Street Pres Funding = TBD with final design
 - COB Utility Funding = TBD with final design
 - Final Cost Estimates in todays dollars TBD
- Continue with previous design and take to final design including final construction cost estimates and public outreach.

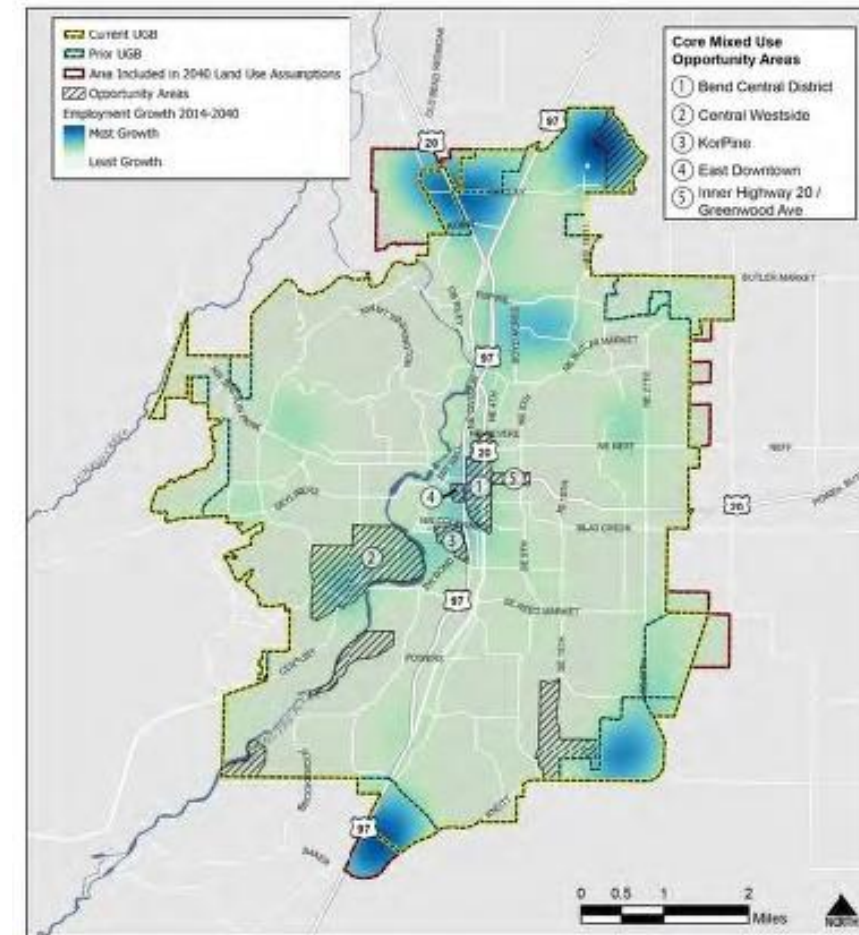
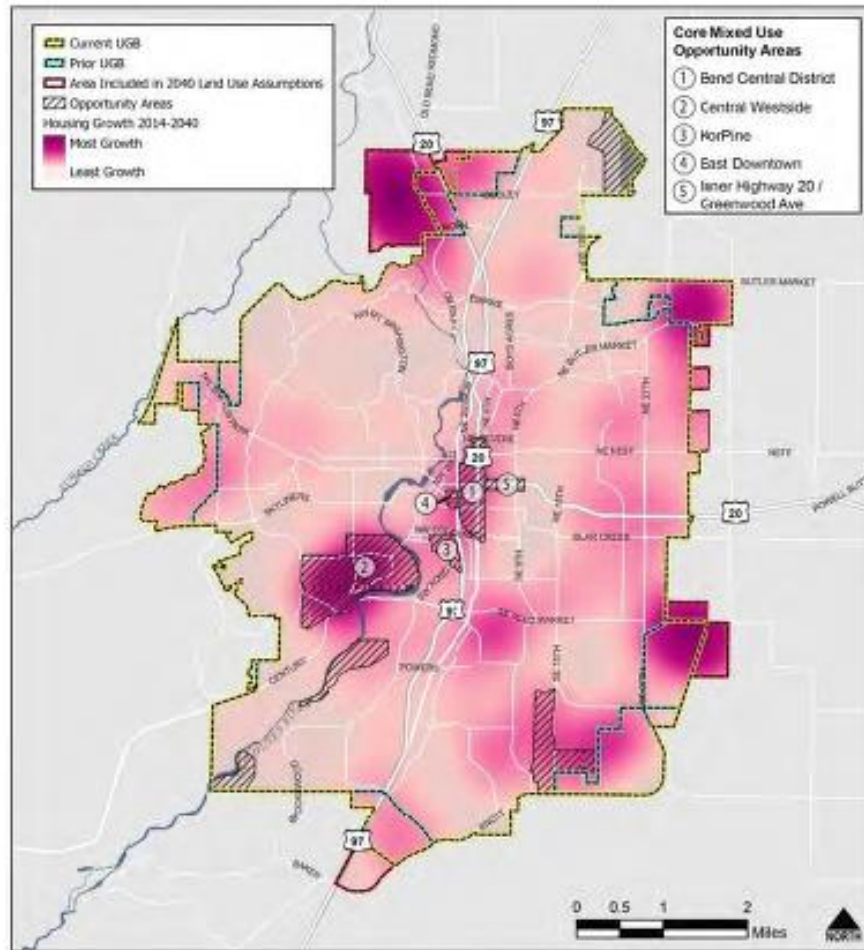


SUPPORT FOR PROJECTED HOUSING AND JOB GROWTH AREAS



Figure 3-1. Heat map of projected housing growth (2014-2040)

Figure 3-2. Heat map of projected employment growth (2014-2040)



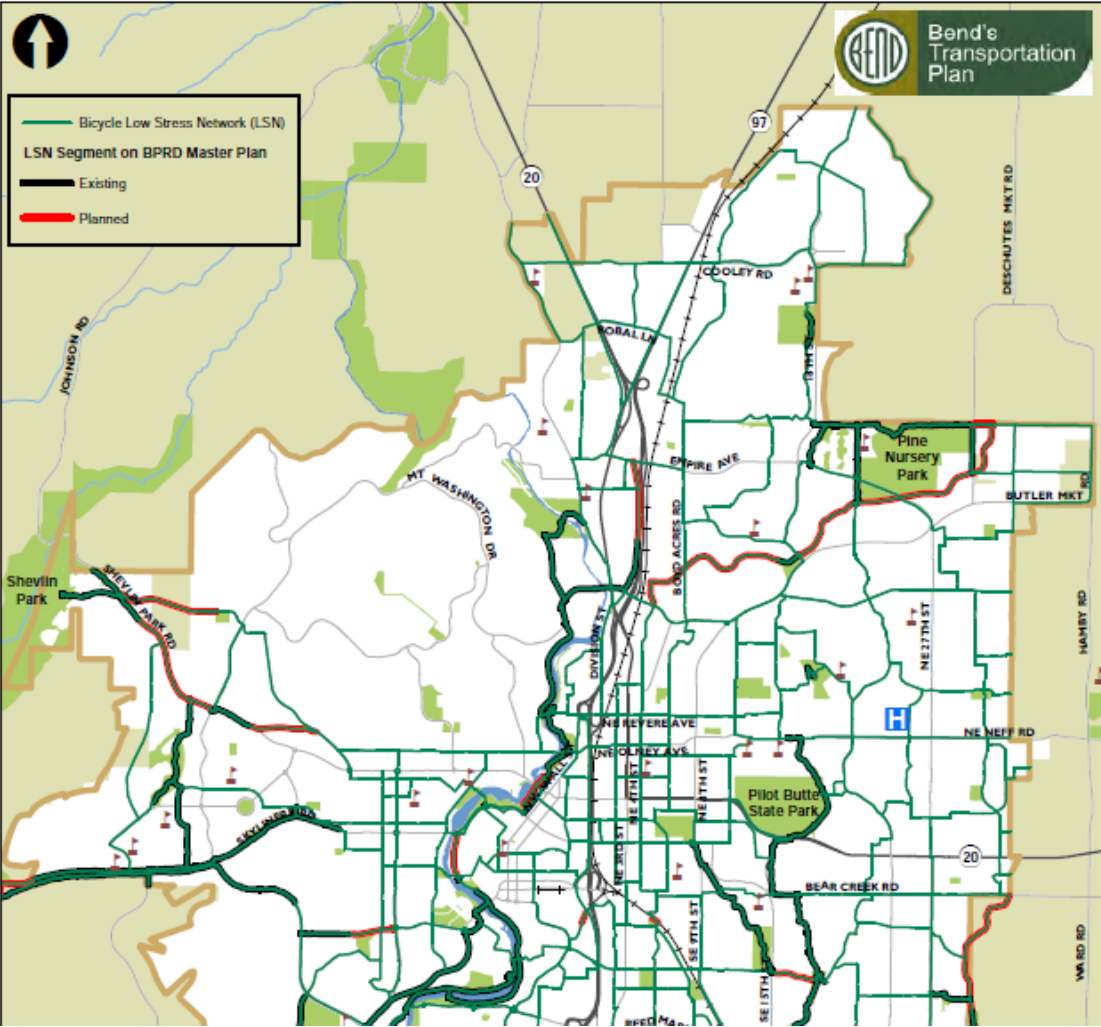
PLANNED LOW STRESS NETWORK



Figure 4-2. Existing Bicycling Facilities and Paths/Trails Map



Figure 5-1. Low Stress Bicycle Network



EXISTING CONDITIONS



QUESTIONS



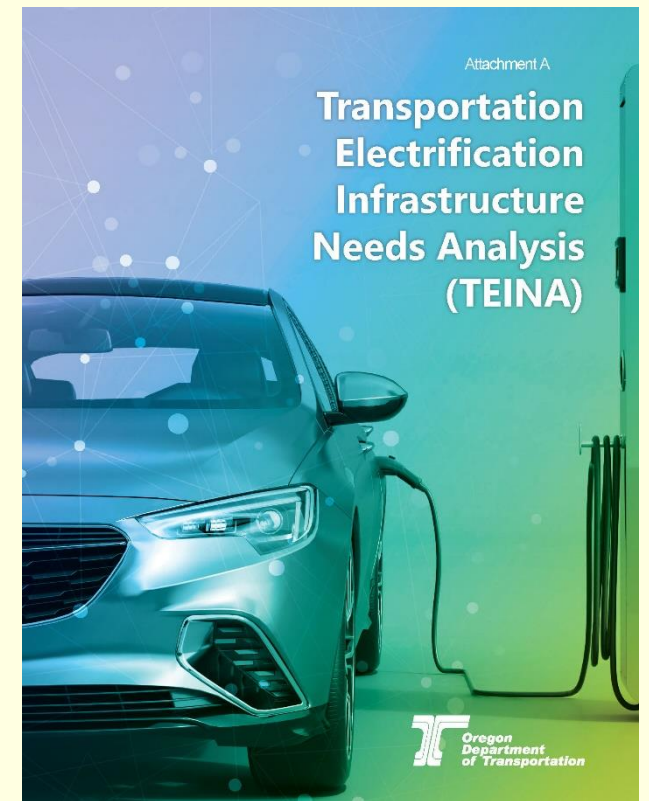
Comments? Questions?

Suggested language for motion:

“I move to approve \$346,750 in available STBG funds to be used for the City of Bend Street Preservation Program Riverfront Street / Deschutes River Trail complete street capital improvement project.”

Agenda Item # 7:

**ODOT Transportation Electrification
Infrastructure Needs Analysis –
Jillian DiMedio, ODOT**



Transportation
Electrification
Infrastructure
Needs Analysis
(TEINA)



PLANNING FOR PLUGS: ODOT'S TEINA STUDY & NEXT STEPS

Bend Metropolitan Planning Organization
March 15, 2022

ODOT's Climate Office

Established in April 2020 in response to Executive Order 20-04

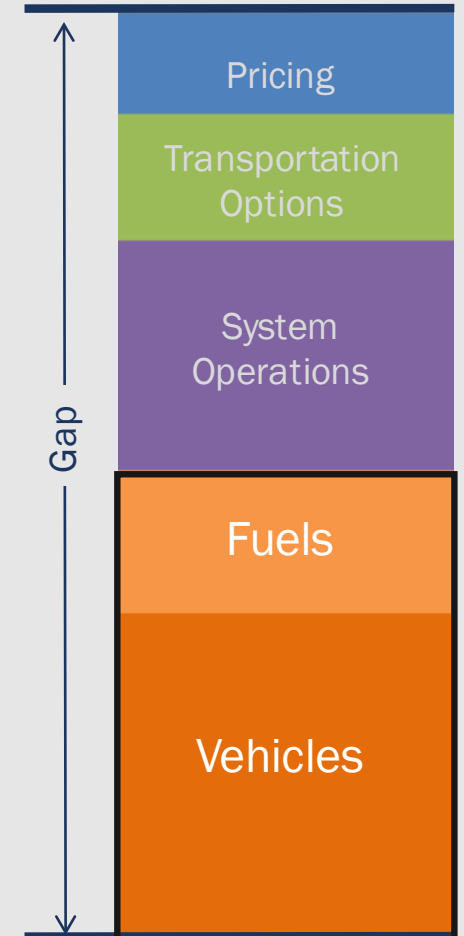
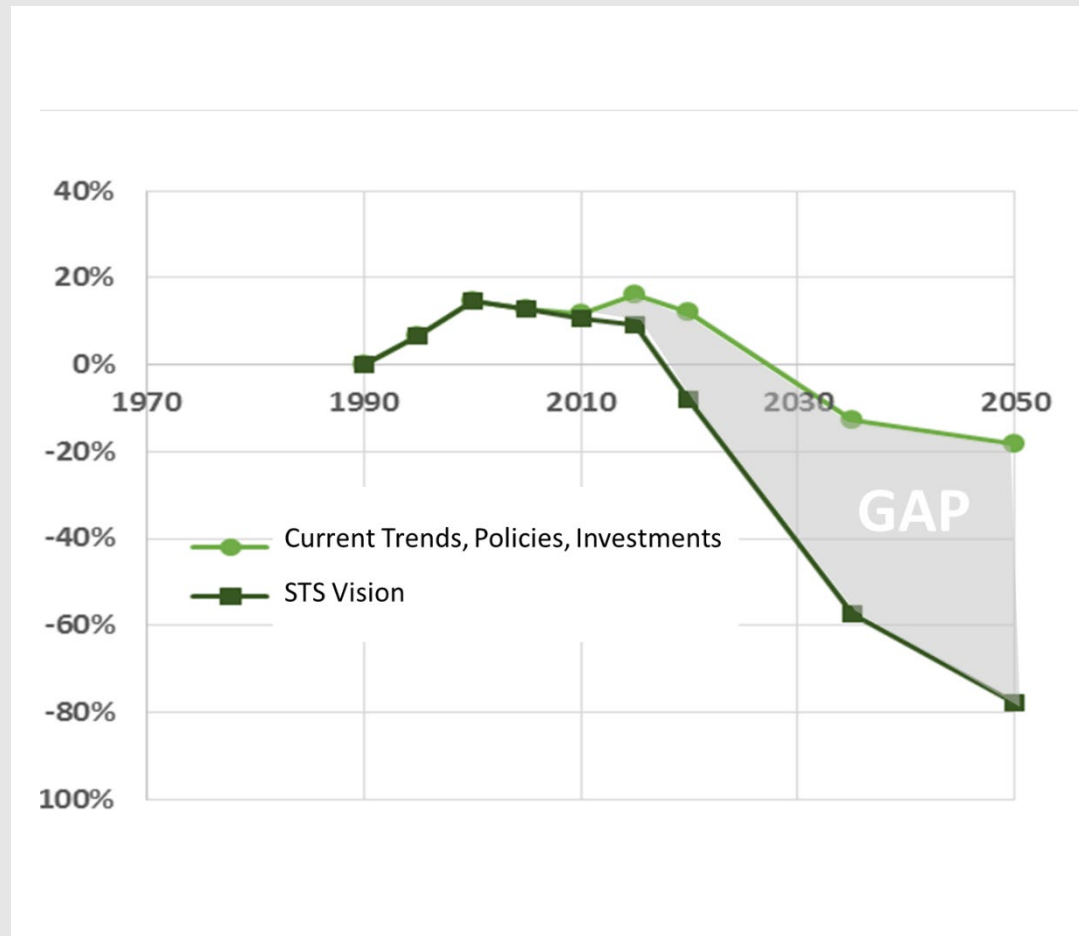
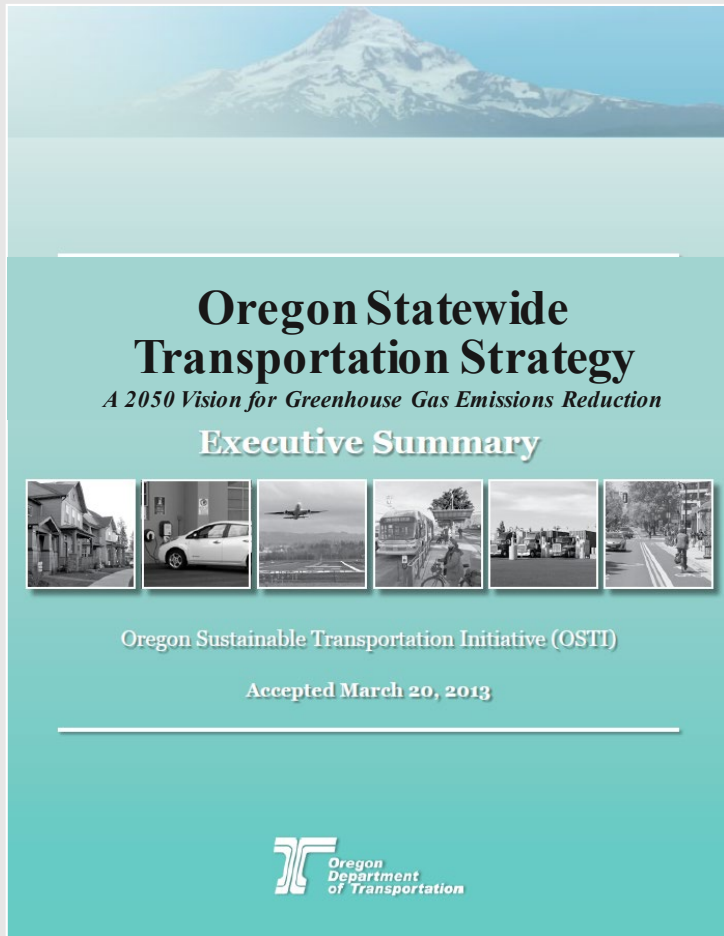


Mitigation:
Reduce GHG

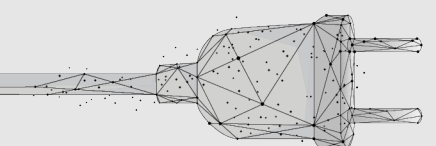
Adaptation:
Respond to extremes

Sustainability:
Reduce ODOT's footprint

The Importance of Transportation Electrification in Oregon



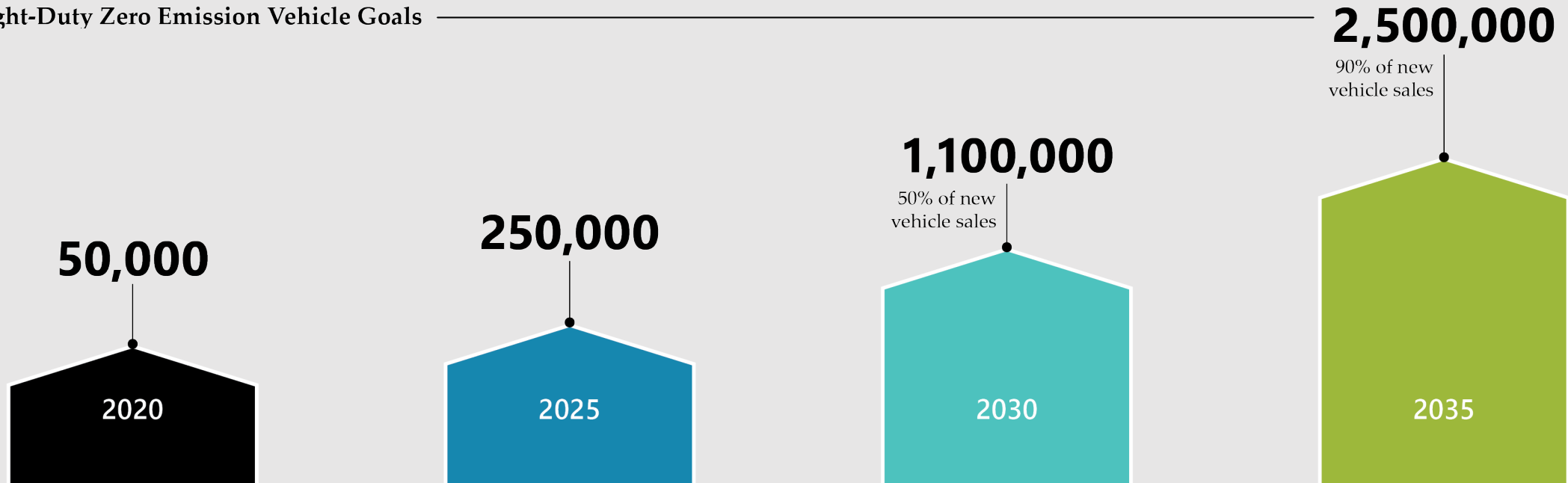
Oregon's Transportation Electrification Infrastructure Needs Analysis



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



Project Approach

9 Use Cases

1. Urban LDV
2. Rural LDV
3. Corridor
4. Commercial Delivery
5. Long-Haul Trucking
6. TNCs
7. Transit and School Buses
8. Micro-Mobility
9. Disadvantaged Communities

Existing Conditions

Geographic Characteristics
(Urban vs. Rural)

ZEV Adoption Locations

Charging Infrastructure
By Type, Geography,
and Use Case

Literature Review

Comparison with
CA, CO, and NY

National Comparisons

Supplemental Use Case
Research

Stakeholder Engagement

12 Listening Sessions
by Use Case

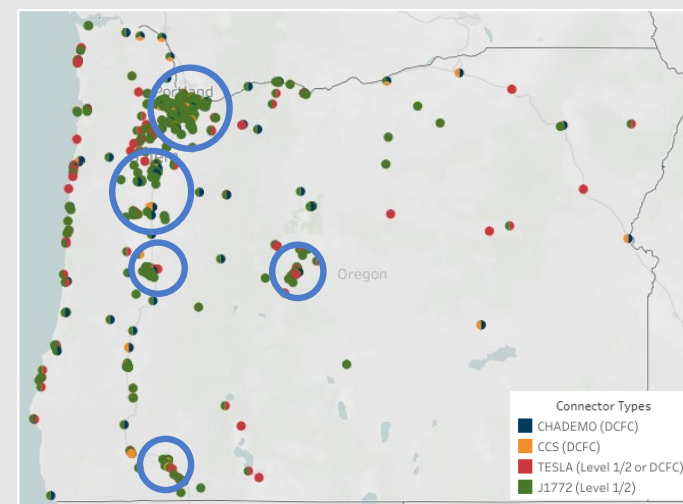
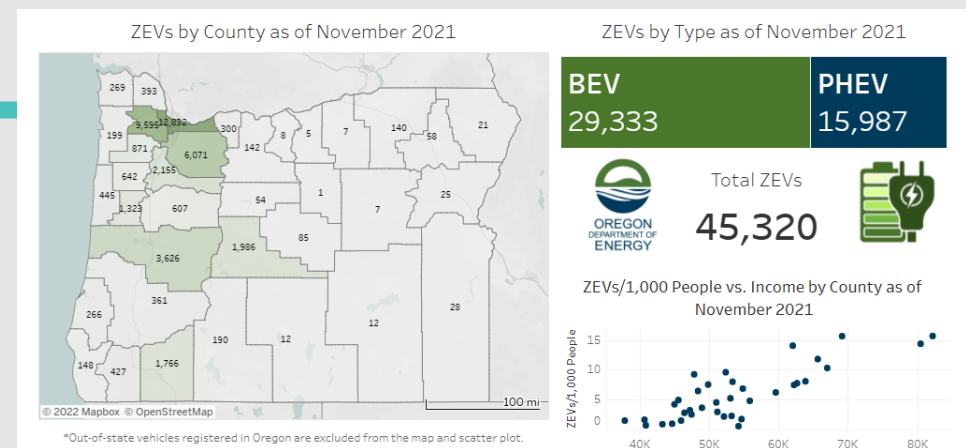
Diverse Advisory Group
with Periodic Public
Meetings

Website, Fact Sheets,
and Public Comments

Existing Conditions: Where are the EVs and Chargers in OR?

- **Total number of ZEVs: 45,320***
 - 67% BEVs/33% PHEVs
 - Concentrated in urban areas
 - Approx. 1.4% electrification level (3.2 million LDVs)
- **Total public charging ports: 2,300**
 - Level 2 chargers: 75%
 - DCFCs: 23%
 - Concentrated in urban areas and along western corridors
 - Distributed along the corridors and coast

Source: Oregon Department of Energy (<https://www.oregon.gov/energy/Data-and-Reports/Pages/Oregon-Electric-Vehicle-Dashboard.aspx>);



TEINA Modeling Results

Growth in public charging ports needed over the next 15 years to meet Oregon's 2035 goal.

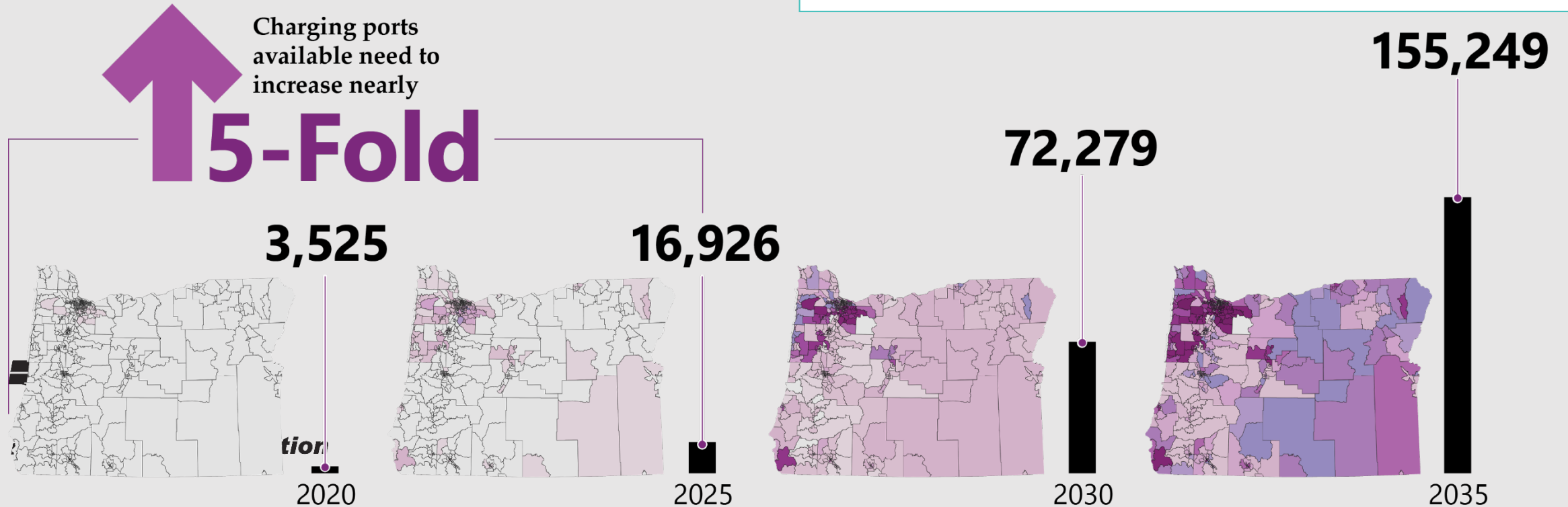
Note: Modeling assumes 50,000 electric vehicles in 2020.

Light Duty Vehicle Highlight

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

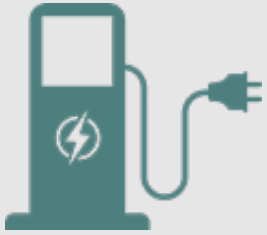


Key Take-Aways

- There are rural and urban charging deserts
 - Public investment (state and federal) is needed; private sector hesitancy
 - Equity needs to be a top consideration, with a focus on BIPOC and Low-Income
 - Infrastructure precedes EVs
 - Home charging is key overall; and public charging is critical to mainstream EVs
- **It Takes a Village (especially Utilities)**



Next Steps



ZEV Charging Infrastructure Deployment Strategy

- Implementation plan over the next 2-5 years
- User-friendly modeling and mapping tools



Stakeholder Engagement

- Utilities, public entities, private sector

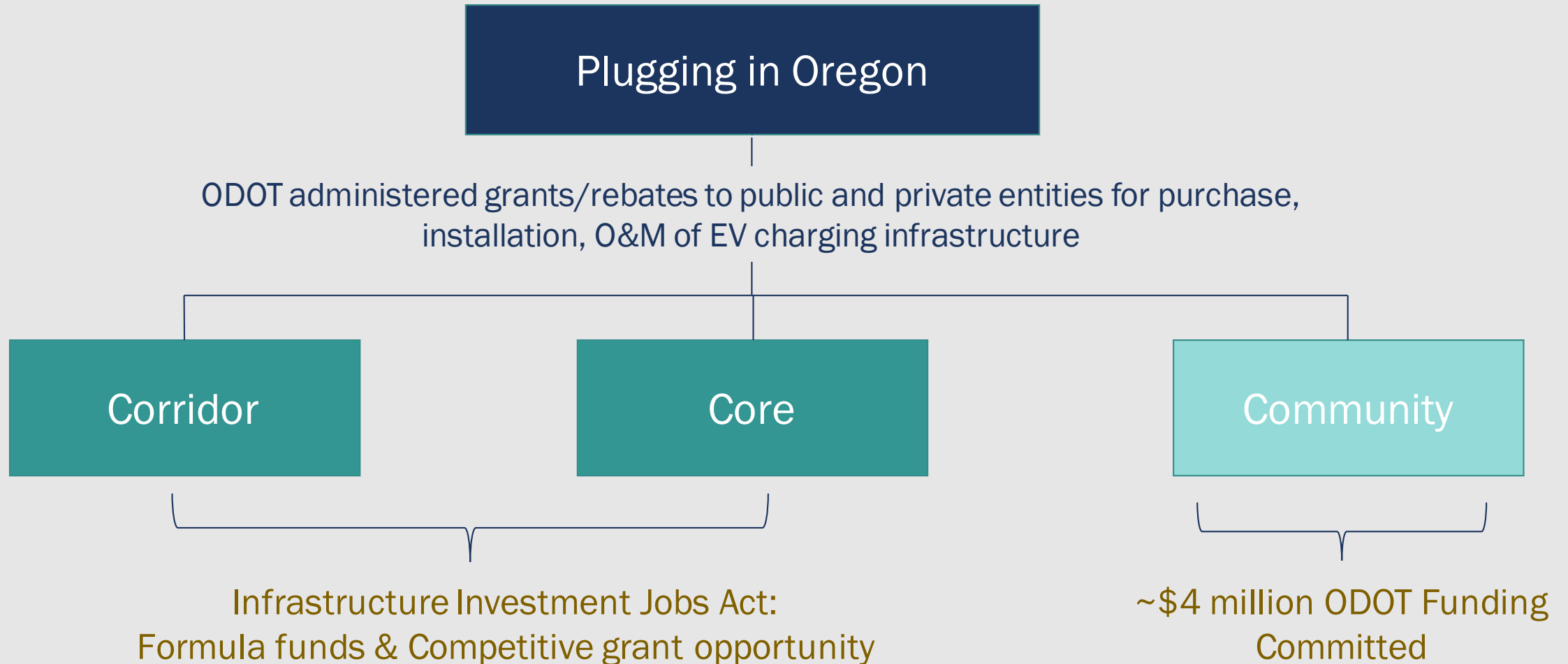


Secure Funding and Make Equitable Investments

- Plugging in Oregon - ODOT EV Charging Incentive Programs

Plugging in Oregon:

Ensuring Equitable Access to EV Charging for all Oregonians



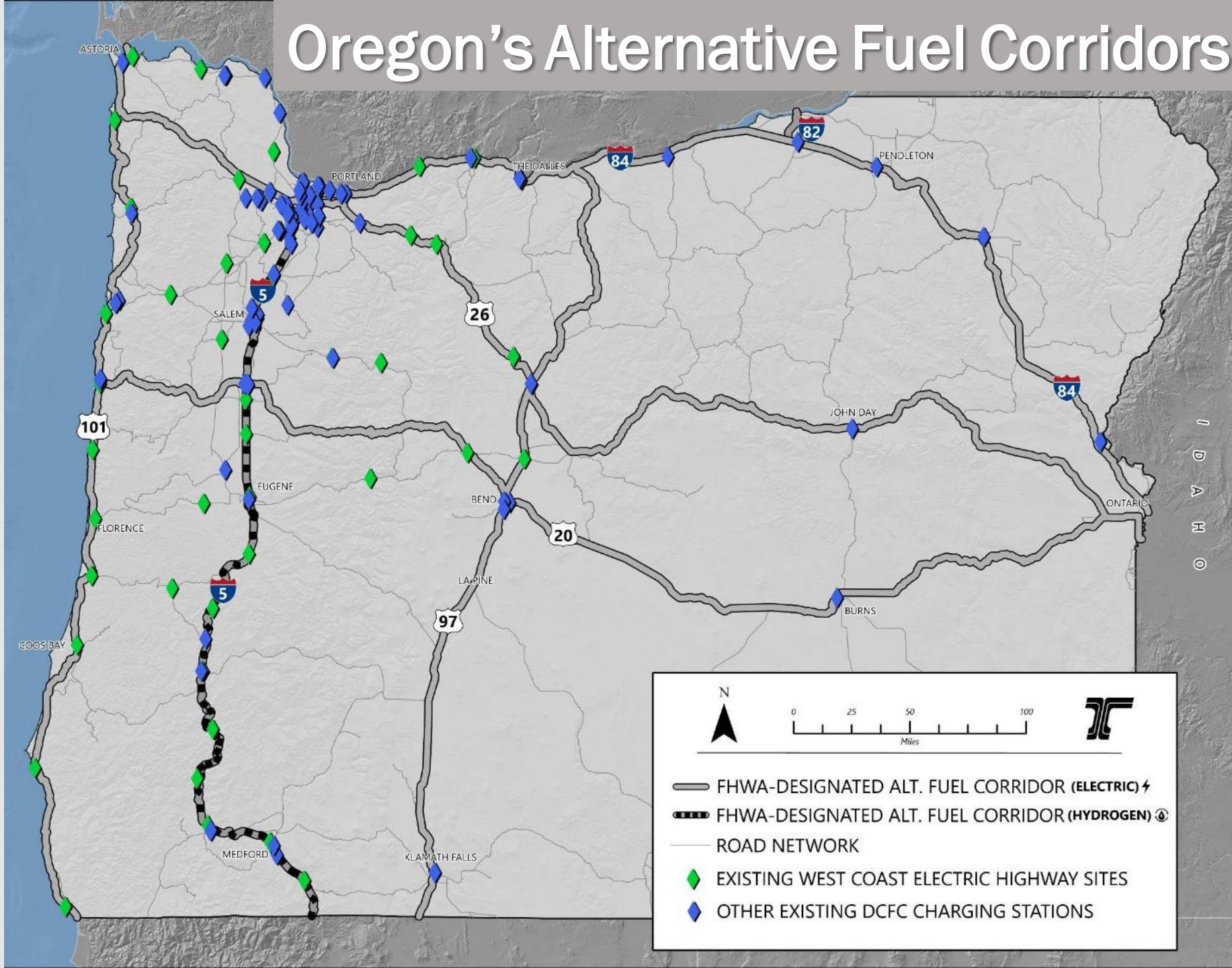
IIJA National EV Formula Funds

Must be used on federally-designated corridors

\$52 million over 5 years

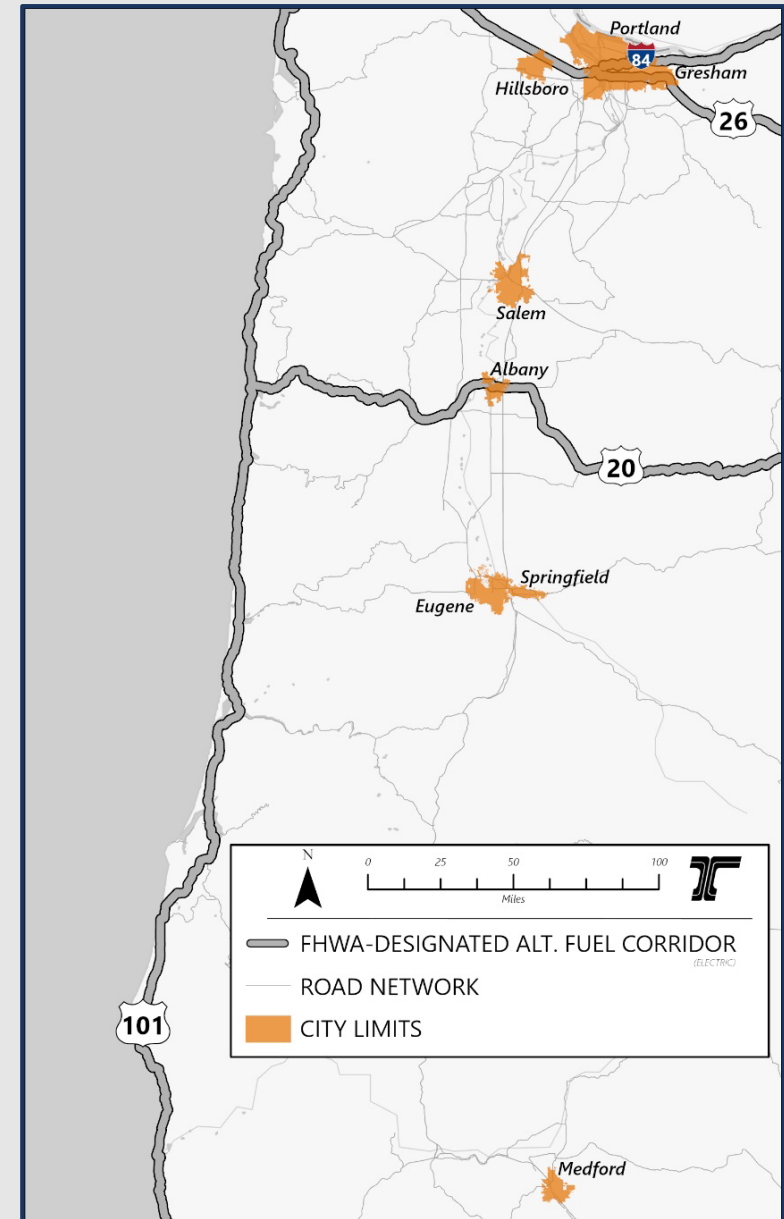


Oregon's Alternative Fuel Corridors



IIJA - Discretionary Grant Program

- \$2.5 billion opportunity for EV charging as well as propane, natural gas, and hydrogen refueling infrastructure
 - 50% reserved for corridors
 - 50% reserved for communities
- Eligible applicants: state and local entities, MPOs, tribal governments
- ODOT projects under this program likely to focus on urban core locations and medium- and heavy-duty charging
- More details expected November 2022



ODOT Funding: Community

- \$4 million program to support installations of Level 2 EV charging stations in strategic locations
 - Stop and shop locations
 - Tourist Destinations
 - Multi-unit dwellings
- Eligible applicants: businesses, organizations, public entities
- Up to 75% of costs
(\$3,500 - \$4,500 / plug)
- Launch expected in Fall 2022





CONNECT WITH



Jillian DiMedio

Senior Transportation Electrification Analyst

Climate Office

Oregon Department of Transportation

Jillian.P.DiMedio@odot.Oregon.gov

Agenda Item # 8:
Safe Routes to Schools Program Updates –
Brian Potwin, Commute Options & Robin
Lewis, City of Bend

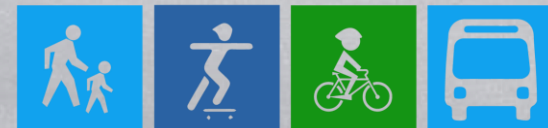


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options**

Safe Routes To School

Brian Potwin
Executive Director
brian@commuteoptions.org

Oregon Department of Transportation
Safe Routes to School





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options**

- **What is Safe Routes to School**
- **Commute Options' Role**
- **Safe Routes to School Goals and Needs**



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What is Safe Routes to School?



Education

- Pedestrian Safety
- Bicycle Safety
- Benefits of Active Transportation, Transit, Carpooling



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Encouragement

- Walk and Roll To School Day/Month
- Virtual Challenges
- Bike Night & Bike Rodeos
- Traffic Gardens

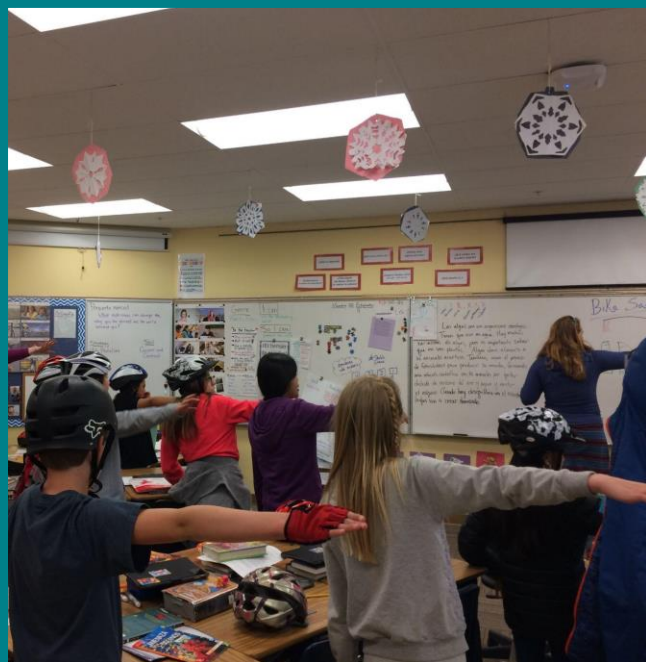


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options**



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Commute Options' Role



Since 2005....

- Safe Routes to School 2005
- 3 Counties, 4 School Districts, 35 Schools
- Building long standing partnerships and trust



**commute
options**

In 2020-2022 ...

- Virtual Resources
- Adapted Lesson Plans
- State and Local Guidelines
- Community Led Walking School Bus

The image shows three overlapping document covers. The top cover is titled 'Lesson: Rules to Know' and 'Let's test your safety knowledge'. It includes a 'WALK + ROLL' logo and a list of five steps: 1. REVIEW - Check out these diagrams of rules to know - RULES to KNOW. 2. WATCH - Watch this fun SAFE WALKING VIDEO. 3. TEST - Test your knowledge of the rules by saying the correct answer where there are blanks in page 2 of Rules to Know worksheet. 4. PRACTICE - Go for a walk/roll with someone in your household. Discuss the rules. Point out rules that are used on the ride/walk/roll and how others are (or are not) using the rules. 5. UPLOAD to SHARE - Draw a picture of you following one of the rules and share/upload. A tip states: 'TIP: A pedestrian is a person walking or using a mobility device near a road.' The bottom cover is titled 'Lesson Plan and Activities 2.0' and features logos for 'commute options', 'SafeRoutes', 'The Street Trust', and 'The Oregon Department of Transportation'. It includes a 'How to Use' section and the 'commute options' logo at the bottom.



Education in Action

- Integrate Education w/ Walking and Rolling Groups to/from school



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options**

Walking School Bus

- Reduces traffic around schools
- Mitigates loss of bus routes
- Teaches safe walking skills
- Community Connection
- Great exercise!



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options**

WSB Current Challenges



Staff Shortages =



Bus Routes



Demand for WSB



Volunteerism



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options**

SRTS Goals and Needs

Engage

Expand

Sustain



Long Term Goals

- Education in Action in ALL schools
- City of Bend & MPO Partnership
- Mentoring Program
 - Teaching Pedestrian and Bicycle Education
 - Walking School Bus Leaders



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options**

Local Needs

- Increase Walking School Bus resources & engagement
- Increase SRTS program capacity
- Expand access to adaptive bikes
- Improve safety infrastructure within school walk zones



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options**



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options**

Brian Potwin
Executive Director
brian@commuteoptions.org

commuteoptions.org



SRTS PLANNING

CITY OF BEND

Bend MPO Policy Board
March 15, 2022



SRTS Agency Coordination

City and School District staff:

- connect students to schools
- safety, increase walk/bike/bus
- improve air quality
- improve student health (mental and physical)
- reduce demand for school buses

- Routes, sidewalk needs, crosswalk needs
 - 2019 TSP Action Item – ID missing sidewalk and crosswalk needs
 - March 2022 Standards
 - Next steps: 2022 Pedestrian Master Plan – public review, develop priorities, create funding strategy

- SRTS funding opportunities and grant solicitations
 - 2024 SRTS Grant Solicitation
 - Based on Ped Master Plan priorities and grant criteria



- City GIS database/map
 - Infill Sidewalk and Crosswalk Needs
 - Identifies gaps that can be closed with new land use/site plans and with Transportation Construction Fund Projects
 - Identify street crew build opportunities
- Pedestrian Master Plan
 - Prioritization
 - Establish a Funding Program/Approach

CONNECTIONS AND CROSSINGS MAP



SRTS Editor App
(bend.or.us)

In Development, link
open to public soon





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Agenda Item # 9: Other Business – Chair Campbell & Tyler Deke

- **Agenda Item # 10: Public Comment – Chair Campbell**

- **Agenda Item # 11: Next Policy Board meeting**
 - The next regular meeting of the Policy Board is scheduled for April 19 at 12 noon
 - Do we want to move to in-person meetings in next 1-2 months?

- **Agenda Item # 12: Adjourn**