
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: May 19, 2023
Time: 12:00 – 1:30 pm
Location: **Hybrid meeting**

In-Person Location: ODOT Region 4, Building M, 63055 N. Highway 97, Bend, Baney Conference Room (use the DMV entrance on Mervin Sampels Road and Bldg. M is straight ahead)

Virtual Option: https://bendoregon.gov.zoom.us/webinar/register/WN_bpQNFbmBSKSjrhPPU15xiq

After registering, you will receive a confirmation email with a link to join the meeting

To join by Phone: 1-669-900-9128, Enter webinar ID: 815 1286 3274 and Event Passcode: bmpo or 6609620 *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 Option: <https://youtube.com/live/wXLplxHktHo?feature=share>

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

1. **Call to Order & Introductions** **Chair Campbell**
2. **Hybrid Meeting Guidelines** **Tyler Deke**
3. **Public Comment** **Chair Campbell**

Action Items

4. **Meeting Minutes** **Chair Campbell**
Review and approve the April 21, 2023, Policy Board (**Attachment A**) draft meeting minutes.
Recommended Language for Motion: I move approval of the April 21, 2023, Policy Board draft meeting minutes as presented.

5. 2023-2025 Unified Planning Work Program Adoption Tyler Deke

Background: The Unified Planning Work Program (UPWP) outlines all planning activities to be undertaken in the BMPO area each fiscal year. This draft UPWP covers two fiscal years and will be reviewed and updated in spring 2024. ODOT, Federal Highway Administration, Federal Transit Administration, BMPO Policy Board and the Technical Advisory Committee have reviewed the draft 2023-25 UPWP.

Attachments: Resolution 2023-02 to adopt the UPWP (**Attachment B**). The draft 2023-25 UPWP is posted on the BMPO website:
<https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/plans-and-programs/work-plan-budget>

Action Requested: Review and consider adoption of the draft 2023-2025 UPWP (via Resolution 2023-02)

Recommended Language for Motion: I move to adopt the 2023-25 Unified Planning Work Program by means of Resolution 2023-02

6. 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Adoption

Background: The draft 2024-2027 Metropolitan Transportation Improvement Program (MTIP) identifies transportation projects that are scheduled in federal fiscal years 2024-2027. Federally funded projects anticipated by local agencies and ODOT are included in the MTIP. Staff will review the draft document.

Attachments: MTIP memo with project list and public comments (**Attachment C**), Resolution 2023-03 to adopt the 2024-27 MTIP (**Attachment D**). The draft MTIP document is posted on the following link:
<https://www.bendoregon.gov/MTIP>

Action Requested: Review and approve the 2024-27 MTIP

Recommended Language for Motion: I move to adopt the 2024-2027 Metropolitan Transportation Improvement Program by means of Resolution 2023-03.

7. Federal COVID Funding Tyler Deke and Chair Campbell

Background: The “Consolidated Appropriations Act, 2021” was approved in December 2020 and included significant COVID related funding. The Bend MPO was awarded funding from that legislation. At the March and April meetings, the Board approved funding for several projects. Staff and the Chair will discuss project options for the balance of funding.

Attachments: COVID funding summary (**Attachment E**)

Action Requested: Discuss project options and provide direction to staff on next steps to allocate remaining balance of funds.

8. MPO Sponsorship of Building a Better Bend Lectures and Dutch Active Transportation Workshop Tyler Deke, Robin Lewis and James Teeter

Background: Building a Better Bend (BBB) Lectures: BBB is hosting a series of 3 lectures celebrating the 50th anniversary of Oregon’s land use system. BBB has inquired about possible MPO sponsorship of the lecture series. Staff will discuss possible sponsorship and the lecture.

Dutch Active Transportation Workshop: A local group of people is working to bring representatives from the Dutch Cycling Embassy to Bend in August for a two-day workshop. The workshop would be targeted to public and private transportation engineers, developers, and advocates to learn how Dutch designs separate fast and slow traffic, calm streets, and design intersections. The workshop would be followed by a public lecture.

Attachments: BB lecture series overview (**Attachment F**) Information about the lecture series is also posted on the following site:

<http://www.buildingabetterbend.org/upcoming-lectures.html>

Information about the Dutch Cycling Embassy is available on the following site: <https://dutchcycling.nl/>

Action Requested: Consider MPO sponsorship of the BBB lecture and Dutch Cycling Embassy workshop

Recommended Language for Motions:

I move approval of MPO sponsorship of \$500 for the 2023 Building a Better Bend lecture series

I move approval of MPO sponsorship of \$___ for the Dutch Cycling Embassy workshop

9. Metropolitan Transportation Plan (MTP) Update Overview and MTP Goals and Policies Andrea Napoli

Background: Staff will provide an overview of the next MTP update cycle, which has recently begun. Associated with that, staff will review the MTP Goals and Policies that were adopted in 2020 (after the prior MTP update deadline of September 2019) for Policy Board consideration to continue into the 2024 MTP update. The TAC reviewed the Goals and Policies at their April and May meetings and have recommended approval to the Policy Board with suggested edits.

Attachments: MTP Goals and Policies Memo (**Attachment G**)

Action Requested: Policy Board review and approval of MTP Goals and Policies for the 2024 MTP update.

Recommended Language for Motion: I move to approve the MTP Goals and Policies as presented for the 2024 MTP update.

10. Federal Carbon Reduction Program Tyler Deke

Background: The Carbon Reduction Program is a new program created under the federal Infrastructure Investment and Jobs Act (IIJA). The program will provide funds for projects that reduce greenhouse gas emissions from transportation. A percentage of the funds will be distributed to projects in the Bend MPO. At the April meeting, City of Bend and CET staff reviewed possible projects. The Board directed staff to prepare letters of support for each application. Staff will review the draft letters and seek Policy Board approval of the support letters.

Attachments: Carbon Reduction Program Overview (**Attachment H**), draft support letter for City of Bend application (**Attachment I**) and draft support letter for CET application (**Attachment J**)

Action Requested: Review and approve letters of support for the City of Bend and CET project applications

Information Items

11. Other Business Chair Campbell & Staff

- The next meeting of the Policy Board is scheduled for June 16th at 12 noon
- Policy Board member meeting topic requests

12. Public Comment Chair Campbell

13. Adjournment



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.



Policy Board

Draft Minutes

April 21, 2023

City of Bend Growth Management Conference Room
709 NW Wall Street, Suite 102, Bend, Oregon

Link to meeting: <https://youtube.com/live/Ls6UFbluSZM?feature=share>

Present during the meeting (in person and virtually) were:

Policy Board Members: **BMPO Chair** Barb Campbell, Ariel “Ari” Mendez, *Mike Riley absent, Bend City Councilors; BMPO Vice-Chair* Phil Chang, Deschutes County Commissioner; *Bob Townsend, Oregon Department of Transportation (ODOT) Region 4 Area Manager absent*

Policy Board Alternates: David Abbas, *City of Bend Transportation and Mobility Director; Chris Doty, Deschutes County Road Department Director; Rick Williams, ODOT Region 4 Principal Planner*

MPO Staff: Andrea Napoli, *Senior Planner; Tyler Deke, Manager*

Visitors: Cameron Prow, *typeWrite II (contractor/meeting recorder); Brian Potwin, Commute Options; Eric Lint, Cascades East Transit (CET); Jackie Keogh, Kor Community Land Trust; Janet Hruby, City of Bend; Joel McCarroll, DKS Associates; John Heylin, City of Bend Accessibility Advisory Committee Chair (COBAAC); Lisa Donahue; Robin Lewis, City of Bend Transportation Engineer; Sara Odendahl; Tobias “Tobi” Marx, City of Bend Parking Services Division Manager*

Media: None

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

1. **Call to Order and Introductions**

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:04 p.m., Tuesday, April 21, 2023, with a quorum of member jurisdictions present (3 of 3). Mr. Doty stated he was representing Deschutes County until Mr. Chang could arrive.

2. **Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

3. **Public Comment**

None.

ACTION ITEMS

4. **Meeting Minutes**

Materials: March 17, 2023, Policy Board draft meeting minutes (Agenda Attachment A)

Motion 1 (3/0/0): Mr. Mendez moved approval of the March 17, 2023, Policy Board draft meeting minutes as presented. Mr. Williams seconded the motion which passed unanimously.

Chair Campbell reported receiving an e-mail from Vice-Chair Chang, requesting discussion of Agenda Item 5 (allocation of COVID relief funding) be delayed until his arrival following the

Deschutes Basin Water Collaborative meeting. She directed the Policy Board to move to Agenda Item 6 (Federal Performance Measures).

6. Federal Performance Measures

Materials: Performance measures overview memo (Agenda Attachment C)

Request: Support the adopted ODOT safety, pavement, bridge, and reliability system performance targets.

Mr. Deke presented an overview of bridge, pavement, and system performance requirements as well as options for addressing those requirements. Included in his summary were the background, national goals, performance measures, schedule, Oregon and BMPO crash data, staff and Technical Advisory Committee recommendations. *Next steps:* encouraging Oregon Transportation Commission, City Council, and Deschutes County Commission to direct funding to projects/programs that help meet/exceed targets, supporting data development and monitoring of identified measures, and working with partners to secure funding to update the Transportation Safety Action Plan.

Policy Board members discussed crash data significance and reliability, continued involvement with the COACT (Central Oregon Area Commission on Transportation) Safety Committee, why BMPO nonmotorist crash data was higher than statewide data, and what the MPO needed to be federally compliant.

Motion 2 (3/0/0): Mr. Mendez moved to support the adopted ODOT safety, pavement, bridge, and system performance measure targets by way of Resolution 2023-01. Mr. Williams seconded the motion which passed unanimously.

INFORMATIONAL ITEMS

8. Federal Carbon Reduction Program

Materials: Carbon Reduction Program Overview (Agenda Attachment E)

Request: Discuss possible coordinated MPO strategy and provide direction to staff.

Mr. Deke provided an update on the new carbon reduction program. This program will provide federal funding for projects that reduce greenhouse gas emissions from transportation. His summary covered how funding will be allocated, local match requirements, project eligibility, program administration, ODOT's application process (2/28/23-5/31/23), evaluation criteria, identified projects/programs (CET, Commute Options, City of Bend), Bend MPO process, and next steps. Bend MPO is guaranteed to receive about \$1.1 million over five years. (A second application process will begin in spring 2024.) ODOT's Application Guidance Document and Project Application are posted at: <https://www.oregon.gov/odot/climate/Pages/CarbonReductionProgram.aspx>.

Mr. Chang arrived at approximately 12:30 p.m.

Policy Board concerns: reviewing brainstormed ideas, improving local count data, electric-vehicle charging infrastructure, number of application rounds, impact of low-scoring applications on funding amounts in each round, reviewing the scoring criteria, impact on resident use if tourists can also participate in the City's bike-sharing program, and how carbon reduction will be measured. Projects under consideration:

- City of Bend/Commute Options: Mr. Marx and Ms. Lewis presented slides supporting the City's application. He discussed synergy gains from interagency applications, aligning affordable housing developments with mobility projects, and

pairing infrastructure projects with services. Included in Mr. Marx's summary were equity considerations and benefits of collaboration with Commute Options. Mr. Potwin added details about Commute Options' involvement, TDM (transportation demand management) incentives, reduction data (carbon emissions, vehicles miles traveled), and increasing access to transportation resources for low-income and disadvantaged residents. Mr. Abbas expressed support for more proactive transportation projects such as this one.

- Cascades East Transit: Mr. Lint provided a brief status report on his agency's progress toward installation of new transit shelters and CET's intent to seek community input on future locations for transit stop improvements.

Chair Campbell directed staff to draft two letters of support for the proposals presented by City of Bend/Commute Options and CET for a vote by the Policy Board at its next meeting.

ACTION ITEMS

5. **Federal COVID Funding**

Materials: COVID funding summary (Agenda Attachment B)

Request: Discuss project options and provide direction to staff on next steps to allocate remaining COVID Relief Act funds.

Chair Campbell and Mr. Deke outlined project options for \$880,857 not allocated at the March 2023 meeting: Simpson Avenue affordable housing (frontage improvements), City of Bend (repair Hunnell Road/Robal Lane traffic signal), accessibility improvements, and reserving some funds (unexpected needs, project gap funding).

- Applicant: Kor Community Land Trust and Housing Works
 Project: Simpson Avenue Affordable Housing (99 units)
 Goals: Curbs, sidewalks, bike lane, and trail improvements for Kor (cottage housing) and Housing Works (College View Apartments) – street trees to be removed from both the west (Housing Works) and east (Kor) sections of Simpson Avenue
 Request: \$589,370.16

Kor Community Land Trust Executive Director Jackie Keogh summarized project readiness (summer 2023), project partners, and funding.

Policy Board discussion covered what was expected to occur between 14th and 15th Streets and the north entrance to the OSU Cascades campus.

Motion 3 (3/0/0): Mr. Chang moved that the Bend MPO allocate \$589,370.16 for the Kor Community Land Trust/Housing Works project. Mr. Williams seconded the motion which passed unanimously.

- Applicant: City of Bend
 Project: Hunnell Road/Robal Lane Traffic Signal Upgrade
 Request: \$50,000

Ms. Hruby briefly discussed the timing, need, and funding. She stated the amount requested would complete funding for this project which is scheduled for summer 2023. The City will contribute \$37,000 plus installation of an ADA (Americans with Disabilities Act) ramp. ODOT will contribute and install a new ATC controller. The proposed

improvement will support safety and travel in a key commercial area during increased traffic and shifted traffic patterns due to North Corridor project detours later this year.

Policy Board concerns included the importance of addressing public safety during construction on Highway 20 and Highway 97 and whether COVID funding for this project was an appropriate use of this resource.

Due to lack of time, Chair Campbell tabled decision on a motion regarding this application until the next Policy Board meeting.

7. MPO Sponsorship of Building a Better Bend Lectures

Materials: Lecture series overview (Agenda Attachment D)

Request: Consider MPO sponsorship of the lecture series.

Discussion postponed due to lack of time.

9. Other Business

- Next Policy Board Meeting: May 19, 2023, 12 noon (**3rd** Friday).
- Oregon MPO Consortium (OMPOC) meeting: May 5, 2023, 9:30 a.m.
- Policy Board meeting topic requests: None.

Chair Campbell directed Mr. Deke to poll Policy Board members about changing the 3rd Friday meeting start time from 12 noon to 12:30 p.m. and to confirm availability of the Baney Conference Room at the new time. The proposed change in meeting time would better coordinate with Mr. Chang's schedule.

10. Public Comment

None.

11. Adjournment

With no further business, Chair Campbell adjourned the meeting at 1:41 p.m.

**Resolution Number 2023-02
Bend Metropolitan Planning Organization Policy Board**

For the Purpose of Adopting the Fiscal Year 2023-2025 Unified Planning Work Program for the Bend Metropolitan Planning Organization

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

WHEREAS, the US Department of Transportation and the Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Bend Metropolitan Planning Organization (BMPO) to carry out the Metropolitan Transportation Planning Process; and

WHEREAS, the Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures; and

WHEREAS, the BMPO has developed a UPWP for fiscal years 2023-2025, 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 years 2023-2025

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the BMPO UPWP for fiscal years 2023-2025

Adopted by the Bend Metropolitan Planning Organization the 19th of May, 2023

Yes: ___ No: ___ Abstain: ___

Authenticated by the Chair this 19th of May, 2023

Barb Campbell, Chair

Attest:

Tyler Deke, MPO Manager


BMPO Bend Metropolitan
Planning Organization

MEMO

TO: BEND MPO POLICY BOARD MEMBERS

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: MAY 10, 2023

RE: DRAFT 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Background

The Bend MPO Metropolitan Transportation Improvement Program (MTIP) identifies federally funded transportation projects in the MPO area that are scheduled in federal fiscal years 2024-2027. Projects listed are drawn from the ODOT Statewide Transportation Improvement Program (STIP). Projects proposed for the last year (FY2027) of the MTIP are included for information purposes.

The MTIP must be updated at least every four years and is amended as projects change. The full draft document can be found [here](#).

At their May meeting, the MPO Technical Advisory Committee recommended approval of the draft 2024-2027 MTIP document to the Policy Board. The 21-day Public Comment Period closed May 1 (all comments listed on Page 4 of this memo).

Request

Consider approval of the Draft 2024-2027 MTIP document.

MTIP Project List (listed by agency)

Key Number	Agency	Project Name	Project Description	Federal Total	State Total	Local Total	Total
Bend MPO Projects							
23056	Bend MPO	Local STBG Allocation FFY25-27 - Bend MPO	Surface Transportation Block Grant Program (STBG) funding for the Bend MPO to use as determined through their project selection process and budget development. Comprised of funding from FY25, 26 and 27 estimated	\$2,631,540	\$ -	\$ 301,192	\$ 2,932,732
22499	Bend MPO	Bend MPO Planning SFY25	Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP).	\$ 469,614	\$ 17,321	\$ 36,429	\$ 523,364
22916	Bend MPO	Bend MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP).	\$ 309,667	\$ 25,753	\$ 9,690	\$ 345,110
22920	Bend MPO	Bend MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP).	\$ 312,851	\$ 25,714	\$ 10,093	\$ 348,658
22921	Bend MPO	Bend MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP).	\$ 316,140	\$ 25,676	\$ 10,508	\$ 352,323
Bend MPO Totals:				\$4,039,812	\$ 94,463	\$ 367,912	\$ 4,502,187

City of Bend Projects							
20378	City of Bend	Archie Briggs Rd (Deschutes River) Bridges	Replace bridges 17C05 & 17C040 with ones that meet current standards	\$ 5,250,587	\$ -	\$ 600,953	\$ 5,851,540

23059	City of Bend	STBG allocation of FFY25-27. City of Bend Street Maintenance	Surface Transportation Block Grant Program (STBG) funding for the City of Bend to use on Maintenance, Preservation and Signal projects. Comprised of funding from FY25, 26 and 27 estimated allocations from Bend MPO.	\$2,255,218	\$ -	\$ 258,120	\$ 2,513,338
City of Bend Totals:				\$7,505,805	\$ -	\$ 859,073	\$ 8,364,878

ODOT Projects							
22774	ODOT	NE Norton Ave	Installation of bike boulevard treatments (ODOT Countermeasure BP27) along NE Norton Avenue from 4th Street to 12th Street, which is an alternative bike route to Greenwood Avenue. Treatments may include speed humps, striping and signing.	\$ 520,919	\$ -	\$ 57,880	\$ 578,799
20714	ODOT	US97: Multi-Use Trail (Baker Rd - Lava Butte)	Identify and evaluate planning corridors, design, and construction for a bicycle and pedestrian multi-use trail connecting Baker/Knott Road and the Lava Lands visitor center at Lava Butte, to create a safe path for multi modal travelers.	\$5,365,371	\$ 611,802	\$ -	\$ 5,977,172
21594	ODOT	All Roads Transportation Safety (City of Bend) Ph2	Sign upgrades, illumination, bike and pedestrian safety improvements, and signal improvements to increase safety and reduce accidents for travelers.	\$ -	\$ 848,400	\$ -	\$ 848,400
22607	ODOT	Revere Ave Rail Crossing (Bend)	Planning and analysis for ped/bike improvements, ADA accommodations, cross section modifications, signal upgrades, and crossing surface upgrades to improve the safety of the existing rail crossing.	\$ 500,000	\$ -	\$ -	\$ 500,000
22791	ODOT	US20: (3rd Street) at Empire	Replace the traffic signal at the intersection of US20 at Empire Avenue to accommodate increased traffic volumes and safety issues to account for the proposed elements that are part of the Bend North Corridor Infra Grant project. Pedestrian and bicycle infrastructure can be incorporated into traffic controlled crossing and ADA deficiencies can be addressed.	\$ 225,000	\$ 25,000	\$ -	\$ 250,000
ODOT Totals:				\$6,611,290	\$1,485,202	\$ 57,880	\$ 8,154,371

Transit Projects: Central Oregon Intergovernmental Council (COIC) / Cascades East Transit (CET)							
21987	Transit	Enhanced Mobility Program - COIC FFY24	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 182,000	\$ -	\$ 45,500	\$ 227,500
22051	Transit	Oregon Transportation Network - Deschutes Co FFY24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$ 457,373	\$ -	\$ 52,348	\$ 509,721
22395	Transit	Bend Transit Operations Capital 2023 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2023.	\$1,271,132	\$ -	\$ 905,446	\$ 2,176,578
22955	Transit	Enhanced Mobility Program (5310) Deschutes County FY25	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 242,297	\$ -	\$ 60,574	\$ 302,871

22968	Transit	Enhanced Mobility Program (5310) - Deschutes County FY26	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 252,939	\$ -	\$ 63,235	\$ 316,174
22979	Transit	Enhanced Mobility Program (5310) - Deschutes County FY27	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 264,443	\$ -	\$ 66,111	\$ 330,554
22998	Transit	Bend Transit Operations Capital 2024 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2024.	\$ 1,768,896	\$ -	\$1,292,008	\$ 3,060,904
23001	Transit	Enhanced Mobility E&D (5310) - Deschutes County FY25	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 608,305	\$ -	\$ 69,623	\$ 677,928
23006	Transit	Bend Transit Operations Capital 2025 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2025.	\$ 1,768,896	\$ -	\$1,292,008	\$ 3,060,904
23008	Transit	Bend Transit Operations Capital 2026 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2026.	\$ 1,768,896	\$ -	\$1,292,008	\$ 3,060,904
23010	Transit	Bend Transit Operations Capital 2027 (5307)	Program 5307 Operations, ADA Service, Preventative Maintenance, Project Admin., Security System Upgrades for Bend urban area transit services during federal fiscal year 2027.	\$ 1,768,896	\$ -	\$1,292,008	\$ 3,060,904
23018	Transit	Enhanced Mobility E&D (5310) - Deschutes County FY26	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 608,305	\$ -	\$ 69,623	\$ 677,928
23030	Transit	Enhanced Mobility E&D (5310) - Deschutes County FY27	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 608,305	\$ -	\$ 69,623	\$ 677,928
Transit Totals:				\$11,570,685	\$ -	\$6,570,114	\$18,140,798

Agency	Federal Total	State Total	Local Total	Total Estimate
Bend MPO	\$ 4,067,863	\$ 94,463	\$ 339,860	\$ 4,502,187
Transit (CET)	\$ 11,570,685	\$ -	\$ 6,570,114	\$ 18,140,798
City of Bend	\$ 7,529,845	\$ -	\$ 835,033	\$ 8,364,878
ODOT	\$ 6,611,290	\$ 1,485,202	\$ 57,880	\$ 8,154,371
Totals:	\$ 29,779,683	\$ 1,579,665	\$ 7,802,887	\$ 39,162,235

Public Comments Received

Email Subject: More bike paths away from streets Please consider creating more safe bike paths (such as the one along the canal on Reed Market). In new neighborhoods, this should be a priority as well as trying to retrofit our old neighborhood and feeder roads. I have lived in Bend for 34 years and used to ride my bike around town. I no longer do that at all as I feel with the increased traffic (and speeders), I am taking my life in my hands if I were to venture out on 3rd street, Revere, 8th, Greenwood, Pettigrew, Bear Creek, etc. Many of these roads that do have designated paths, have ones that all of a sudden end (e. g. Bear Creek approaching Pettigrew). Trying to avoid getting in my car to run short errands is so difficult with our limited safe bike paths and walking paths. Please make these a priority. And, certainly, don't boast that Bend is bicycle friendly. It most assuredly is not! – Mary Becker

Email Subject: Future traffic Hi several areas of concern: Southeast Bend housing explosion and 27th, 15th are the only (2 lane mostly) main arterials - major bottlenecks that roundabouts cannot ameliorate. Need to bypass existing roads with a road/highway along eastern boundary of new developments. Parkway through town should be bypassed completely to allow south north traffic a through fare. Too many cars parking on in-town side streets. No idea how to fix that. Permit parking purchased by residents? Bike lanes and bike ped overpasses. There are needed left turn lanes for 27th. Stevens new development is 800 approximately so min 2 cars per household all funneling onto 27th is ludicrous. And developers need to shoulder the bulk of the cost of road improvements made necessary by their development, not place the entire burden on residents via increasing property taxes or levy's. Thank you. – Mimi Jones

Email Subject: PLEASE prioritize the railroad tracks overpass on Reed Market!!! It is long overdue and the only reason many citizens voted yes for the last bond. Thank you! – Lisa

Email(s) Subject: Bend Bikes comments, consider the perspective of people who get around town on bicycles. If we want a future Bend that has less traffic, cleaner air, and healthier people, these projects must put bicycles and other non-car transport modes ahead of cars.

20378: Replace the bridges over the Deschutes River on Archie Briggs Rd: These are dangerous bridges on a dangerous road. When these bridges are replaced, they should include safe places for people biking, walking, and rolling to cross them.

22774: Build a bicycle boulevard (similar to a neighborhood greenway) on NE Norton Ave from NE 4th St to NE 12th St: This is not a reasonable biking alternative to NE Greenwood as it is too far from destinations on Greenwood to be an alternative route. This is an important part of the Safe Routes to School network. But it is not a good route for the Key Route along the Olney/Penn/Neff corridor. It is not only out of direction but it climbs much higher than the main roads of Olney, Penn, and Neff, making it much more physically demanding in both directions. This project must include an improved crossing on 8th St, especially if it is to be an important Safe Route to School route.

20714: Create a multi-use trail connecting Baker/Knott Rd to Lava Lands Visitor Center: A safe bike and pedestrian route from the south side of Bend to the Lava Lands Visitor Center is a very important step to an inter-city network for people biking for both recreation and transportation. This path should access the High Desert Museum.

22607: Planning for Improvement of the Revere Ave rail crossing: As part of the Low Stress Network, improving the rail crossing on Revere for people biking, walking, and rolling is very important.

22791: Replacing the Empire Ave and US20 traffic signals and POSSIBLY adding pedestrian and bicycle infrastructure at the intersection. The intersection of Empire Ave and US20 is a major barrier to people walking, biking, and rolling. Improvements to this intersection, particularly in conjunction with improvements along Empire Ave would make it much safer for people walking, biking, and rolling and it would improve both north-south and east-west connectivity in this part of the city.

Transit funding: As Bend continues to grow, its streets will not handle the projected increase in vehicle traffic. When properly planned, transit, biking, walking, and rolling can offer people a viable alternative to driving and lower the cost of our future transportation system. Our transit system is rudimentary and its funding should be growing substantially.

Thanks for your consideration! – David Green and Harold DeShow (two separate emails sent with same content)

**Resolution Number 2023-03
Bend Metropolitan Planning Organization Policy Board**

**For the Purpose of Adopting the
2024-2027 Metropolitan Transportation Improvement Program**

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

WHEREAS, the State of Oregon has designated representatives of the said areas, together with a representative of ODOT, as the Bend Metropolitan Planning Organization (BMPO) to carry out the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Metropolitan Transportation Improvement Program (MTIP) that enumerates priority transportation projects in the Bend Urbanized Area; and

WHEREAS, the BMPO has developed a FY2024-2027 MTIP in coordination with ODOT and the local transit provider in compliance with all applicable federal and state requirements; and

WHEREAS, the FY2024-2027 MTIP meets the federal requirement of financial constraint; and

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2024-2027 MTIP.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the FY2024-2027 MTIP and directs staff to submit the document to ODOT for inclusion in the FY2024-2027 Statewide Transportation Improvement Program.

Adopted by the Bend Metropolitan Planning Organization the 19th day of May 2023.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 19th day of May 2023.

Barb Campbell, Chair

Attest:

Tyler Deke, MPO Manager

Bend MPO COVID Relief Funding

- December 2020: Coronavirus Response and Relief Supplemental Appropriations Act (2021) approved
- June 2021: Bend MPO received \$1,500,857
- Summer/fall 2021 & spring 2022: Research and outreach for possible projects and programs; presentations to Policy Board about potential projects
- Summer/fall 2022: Additional project discussions with agency partners and Policy Board
- March 2023: Policy Board approved: 1) \$320,000 for City of Bend maintenance equipment for biking and walking facilities, and 2) \$300,000 for CET bus shelters
- April 2023: Policy Board approved \$589,370.16 for Simpson Avenue affordable housing projects (Housing Works and Kor Community Land Trust)
- Balance of funding = \$291,486.84

BUILDING A BETTER BEND 2023 LECTURE SERIES

CELEBRATING 50 YEARS OF OREGON'S LAND USE LAWS

PART 1: HOW DID OREGON GET SO UNIQUE? THE LAST 50 YEARS

TUESDAY, APRIL 18, 2023

7-8:30PM

JEFF MAPES, OPB & ROBERT LIBERTY, FORMERLY OF 1000 FRIENDS OF OREGON

Ever wonder what keeps Oregon wild, our farmland working, and our cities pulsing with life? Oregon regulates growth very differently and has for 50 years. In other states, farms and forests get chewed up by endless subdivisions and sprawl that goes on for miles—but Oregon is different and special. Why?

50 years ago, Oregon leaders looked around and saw sprawl threatening our beautiful state and enacted a series of bold new laws. Come hear the bruising (and sometimes hilarious) battles that got us to today, ongoing challenges with implementing a revolutionary planning system, and how our state is gearing up to tackle a fresh new set of challenges.

PART 2: WHAT WILL BEND BE LIKE FOR OUR KIDS OVER THE NEXT 25 YEARS?

TUESDAY, MAY 23, 2023
7-8:30PM | DESCHUTES
BREWERY MOUNTAIN ROOM
901 SW SIMPSON AVE, BEND

SAUMYA KINI, WALKER MACY & BLAINE MERKER, GEHL

Imagine Bend in the year 2048. What will life be like? Like we did 50 years ago, Oregon is again taking bold new action on growth laws aimed at building sustainable, resilient, and equitable cities. Learn what these new laws will mean for Bend—and how we can improve livability even while doubling in population! Hint: it won't be easy, but we can learn what to do (and what not to do) from other places.

ADMISSION IS FREE BUT SPACE IS LIMITED.
DOORS OPEN AT 6:30PM, PROGRAM STARTS AT 7PM. NO-HOST BAR AVAILABLE.

FEATURED SPEAKERS:



Saumya Kini is an Associate Urban Designer at Walker Macy Landscape Architects in Portland. As a leader in the firm's planning and urban design practice, she believes in the value of strong design thinking to support local and regional planning work. Her urban design work in Bend includes involvement in recent phases of Northwest Crossing, the Core Area Plan, Southeast Area Plan, and Stevens Road Tract Concept Plan, through which she has learned much about the unique landscape and communities of Bend and Central Oregon. Beyond her home state, Saumya's experiences with a diversity of cultures, places, and people around the world have taught her to approach problem-solving with



Blaine Merker is an entrepreneur, strategist and designer working at the forefront of street and city design for two decades. He cofounded Park(ing) Day in 2005 and led Rebar, an art and design studio based in San Francisco that shaped the practice of tactical urbanism and hands-on community engagement. In 2014 he started the U.S. offices of Gehl, an urban design consultancy based in Copenhagen which, over its 40-year history, has helped to transform New York City's Times Square and hundreds of cities globally into thriving, people-first spaces. As a partner and managing director at Gehl he oversees the company's work in the Americas. His writing on social mixing and open source, participatory design is published in *Next City* and in the book *Insurgent Public Space*. He studied landscape architecture at UC Berkley and graduated from Reed College. He is originally from Bend, Oregon.

sensitivity and openness in projects with high public interest. She is passionate about strengthening community resilience and advancing environmental and social justice through collaborative planning, visioning, and design. Born and raised in Oregon, she spent much of her childhood puttering about outdoors and developing a deep love and respect for the elegant designs that occur naturally in the landscape. Saumya holds a Bachelor of Architecture from the University of Oregon and a Master of Urban and Regional Planning from Portland State University.

PART 3: BEYOND THE BEYOND: PREPARING FOR A WILD FUTURE

FALL 2023 | DATE & LOCATION TBD

SPEAKERS WILL BE ANNOUNCED SOON!

PRESENTED BY

How will our lives and our city be changed by a warming climate, population growth, less water and hotter summers? And how can we effectively plan to keep and maintain our region's beauty and quality of life? Being resilient and seeking out opportunities is what made our state great 50 years ago, and what we strive to be now and far into the future. Learn what you can do to help ensure generations to come can continue to enjoy our city's beauty.



MEMO

TO: BEND MPO POLICY BOARD

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: MAY 10, 2023

RE: 2024 METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE OVERVIEW AND
REVISITING MTP GOALS AND POLICIES APPROVED IN 2020

This agenda item contains two topics:

- Providing an overview of the next MTP update cycle (just getting underway)
- Associated with the above, revisiting the MTP Goals and Policies to consider continuing into the 2024 MTP update.

Background

The last MTP update deadline was in September 2019 and was completed in conjunction with the City's Transportation System Plan (TSP) update. At that time, the MTP was only partially updated to meet the federally required deadline due to staff constraints and the number of planning projects that were underway at the time. A secondary update, called "Version 2", to complete the remaining sections of the MTP was expected in 2020-2021. In 2020, the MPO TAC assisted with the development of the MTP Goals and Policies, which the Policy Board approved at their October 2020 meeting.

The current (2020) MTP Goals and Policies were developed based on the following:

- Joint MTP/TSP development of goals by Citywide Transportation Advisory Committee (CTAC) and approved by MTP/TSP Steering Committee in 2018
 - Align very well with the MPOs federal directives
 - Edited to remove city-specific goals/policies
 - Edited to reflect MPO in supportive/cooperative role, rather than project implementation / facilities management

2023 MPO Technical Advisory Committee (TAC) Review

The 2020 MTP Goals and Policies were reviewed by the TAC at their April and May meetings, including meetings with individual TAC members (city and county staff) to resolve edit discrepancies. At their May meeting, the TAC came to consensus on final edits to policy language and made a recommendation to the Policy Board to approve that goal and policy language for the 2024 MTP update. Those edits are highlighted in **RED**, on the following page.

Request

Staff is asking the Policy Board to consider approving the MTP Goals and Policies as presented for the 2024 MTP update.

MTP Goals

Goal 1:

Increase System Capacity, Quality, and Connectivity for All Users (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation)

MTP Policy – The MPO will support activities that:

- Increase route choices and connections for all **arterial and collector** users (roads, sidewalks, bicycle facilities, transit)
- Use technology to enhance system performance, including accessible technology (i.e. audible signals)
- Increase the number of people who walk, ride a bike and/or take transit
- Provide reliable travel times for commuters, emergency vehicles, and commercial users
- Minimize congestion
- Reduce vehicle operating and maintenance costs due to poor pavement conditions
- Emphasize asset management

Goal 2:

Ensure Safety for All Users

MTP Policy – The MPO will support activities that:

- Reduce serious injuries and fatalities
- Maximize safe routes **for vulnerable users** within and between neighborhoods and throughout the community for all users
- Design and build facilities and routes that maximize safety for **pedestrians and bicyclists** ~~motorists and vulnerable road users~~
- Ensure safe speeds

Goal 3:

Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth

MTP Policy – The MPO will support activities that:

- Build new roads and upgrade existing roads to serve areas targeted for growth (prioritized opportunity and expansion areas) and job creation
- Provide access and connectivity to expanded housing supply
- Improve connectivity and route choices for commercial users

Goal 4:

Protect Livability and Ensure Equity and Access

MTP Policy – The MPO will support activities that:

- Incorporate a complete streets approach for all new road projects and road reconstruction
- Increase Safe Routes to Schools ~~programs and infrastructure for kids walking and rolling to school~~
- Ensure that all ~~income levels and abilities~~ **equity-related populations, as identified in the Bend MPO Equity Mapping Tool and Title VI Plan**, have access to the transportation options ~~that best meets their needs~~
- **Ensure opportunities to participate in public planning processes are available regardless of income, disability, age, race, color, national origin, gender identity, sexual orientation, or technology**
- Encourage the use of roads for their stated classification
- Encourage through freight traffic on ODOT facilities

Goal 5:

Steward the Environment

MTP Policy – The MPO will support activities that:

- Minimize the impacts of transportation system on natural features
- Minimize the impacts of system on air and water quality and noise
- Reduce carbon emissions from transportation

Goal 6:

Have a Regional Outlook and Future Focus

MTP Policy – The MPO will support activities that:

- Coordinate and partner with other public and private capital improvement projects and local/regional planning initiatives
- Create a system that is designed to implement innovative and emerging transportation technologies

Goal 7:

Implement a Comprehensive Funding and Implementation Plan

MTP Policy – The MPO will:

- Coordinate in identifying stable, equitable, adequate and achievable funding for transportation programs and projects
- Ensure that the MTP financial plan and investment priorities are transparent, understandable, and broadly supported by the community
- Maximize the ability to leverage alternative and multiple funding sources for transportation system improvements that delivers benefits to all users and geographies equitably and in a timely manner
- Include performance measures/benchmarks and a formal process to periodically assess progress to-date and adjust or update the plan as needed

Carbon Reduction Program

Background

The new Carbon Reduction Program provides funds for projects that reduce greenhouse gas emissions from transportation. States, in coordination with metropolitan planning organizations (MPOs), shall develop a Carbon Reduction Strategy that supports reduction in transportation emissions, identifies projects and strategies, and is appropriate to state population density and context. The first Carbon Reduction Strategy is required within two years and updated every four years.

Eligible Activities

Eligible projects include:

- traffic monitoring, management, and control facilities;
- public transit projects; bike,
- pedestrian and non-motorized facilities;
- advanced transportation and congestion management technologies;
- infrastructure-based intelligent transportation systems;
- energy efficient street lighting and traffic control devices;
- managing or shifting demand, including congestion pricing, tolling and transportation demand management strategies;
- alternative fuel projects, including public charging, hydrogen, natural gas and propane fueling and zero-emission equipment and vehicle purchases;
- diesel retrofits; and
- projects that reduce truck impacts or port emissions, including port electrification.

Funding

Oregon will receive \$82 million over the five years of the IIJA. The federal share is 80 percent and 20 percent match is required.

Consistent with requirements in the IIJA, ODOT proposes dividing funds in three ways:

1. The three large metropolitan planning organizations (known as transportation management areas or TMAs), in the Portland, Eugene, and Salem areas, receive a statutory allocation of funding based on population (\$27.6 million over 5 years)
2. ODOT will award funds to smaller urban MPOs and rural areas (\$26 million over 5 years)
3. ODOT has discretion over funds that can be used in any area of the state (\$28.9 million over 5 years)

ODOT's Proposed Program Approach

Oregon's Statewide Transportation Strategy (STS), which was created in coordination with MPOs, other state agencies, local jurisdictions and a broad array of stakeholders, will serve as the base of the Carbon Reduction Strategy. It identifies Vehicles, Fuels, Pricing, Transportation Options, System Improvements and Land Use strategies to reduce greenhouse gas emissions from transportation. The STS will be adapted to meet the needs of the Carbon Reduction Strategy once

federal guidance is issued and in consultation with Oregon's MPOs and other key stakeholders. Additionally, ODOT will incorporate its Operations, Materials and Fuels Greenhouse Gas Reduction Recommendations as part of the Carbon Reduction Strategy.

Because funding for the Carbon Reduction Program is divided three ways, ODOT proposes that each allocation be uniquely managed, consistent with federal guidance and the Carbon Reduction Strategy, as follows:

- **TMA:** Money will be directly awarded to the TMAs and they will decide how to use their suballocated funds. ODOT may act as a convener among the TMAs and the state to coordinate investments within the respective allocations.
- **MPOs and Rural Areas:** ODOT will form an advisory group to develop a competitive grant program for these funds. Advisory group members will consist of representatives from MPOs, rural areas, and other local jurisdictions, in addition to advocacy/interest groups, technical experts, and community-based organizations to help inform project guidelines and selection.
- **ODOT:** ODOT will solicit feedback from the Advisory Committee described above on how to prioritize state Agency investments and will specify approaches in future iterations of the Carbon Reduction Strategy.



BEND METROPOLITAN PLANNING ORGANIZATION
709 NW Wall Street, Suite 102, Bend, OR 97703
www.bendmpo.org

May 19, 2023

Re: City of Bend Carbon Reduction Program grant application

BARB CAMPBELL, CHAIR
City of Bend Council

PHIL CHANG, VICE-CHAIR
Deschutes County Commission

ARIEL MENDEZ
City of Bend Council

MIKE RILEY
City of Bend Council

ROBERT TOWNSEND
ODOT Region 4

Mr. Rye Baerg,

I am writing on behalf of Bend MPO Policy Board to express our support for the City of Bend's request for Carbon Reduction Program (CRP) funding to integrate Mobility Points with affordable housing developments and expand Mobility Points in disadvantaged areas of the community.

The Policy Board knows that an innovative and robust transportation system is essential to serve our rapidly growing population and meet our transportation and climate goals.

The City successfully implemented the first phase of its Mobility Points program in 2022. The City launched an e-bike share pilot program with Bird. The City used a combination of existing bike parking areas and some on-street parking spaces for bike-share parking. Some of those mobility points were located near existing public transportation stops and near sidewalks and trails. Usage of the e-bike system exceeded expectations and will be expanded in 2023.

The City's CRP application will expand the Mobility Points program to affordable housing developments and to disadvantaged neighborhoods. The City will expand the existing e-bike share program, provide shared e-cargo bikes and EV car share vehicles, enhance access to the public transportation system, and provide and expand TDM incentives and programming.

An expanded Mobility Points program is an integral part of the City's multi-faceted approach to providing a multi-modal transportation system to meet the needs of a growing population, ensuring residents without access to a vehicle have mobility and access to employment and other services, and meeting the City's Community Climate Action Plan goals of decreasing fossil fuel emissions by 40% by 2030 through reduction of vehicle miles traveled.

TYLER DEKE, AICP
Manager

ANDREA NAPOLI, AICP
Senior Planner

The residents and elected officials of Bend have demonstrated their commitment to building a robust transportation system, and we support the City's request for CRP funding.

Thank you for your consideration of this project funding request. Please contact me if you have any questions.

Sincerely,

Barb Campbell



BEND METROPOLITAN PLANNING ORGANIZATION
709 NW Wall Street, Suite 102, Bend, OR 97703
www.bendmpo.org

May 19, 2023

Re: Cascades East Transit Carbon Reduction Program grant application

Mr. Rye Baerg,

I am writing on behalf of Bend MPO Policy Board to express our support for Cascade East Transit's request for Carbon Reduction Program (CRP) funding to install shelters at high-use transit stops in Bend. As both chair of the Bend MPO and serving on the Bend City Council, I know that a robust, multi-faceted transportation system is essential to meet our growing population and meet our transportation and climate goals.

The public transportation system in Bend is relatively new. Through agreements with other public transportation providers, Cascades East Transit (CET) acquired and installed used shelters at some transit stops. Many of those shelters have greatly exceeded their lifespan and are in poor condition.

In 2020, CET completed and adopted a long-range Transit Master Plan (TMP). The TMP identifies the need for replacement shelters and new shelters. CET recently completed a review process with several vendors to identify a shelter design that will meet current and future needs.

CET service provides access to employment centers, healthcare facilities, recreational opportunities and education facilities in Bend and throughout Central Oregon. Shelters are a fundamental component of the ridership experience.

CET has identified priority stop locations throughout the City for transit shelters. The MPO recently awarded funding to CET to install shelters at 15 priority locations. If awarded, the CRP funding would allow installation of shelters at 10 additional stops.

The residents of Bend approved a general obligation bond in November 2020 that included funding for capital projects to enhance access to transit. The residents and elected officials of Bend have demonstrated

BARB CAMPBELL, CHAIR
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Deschutes County Commission

ARIEL MENDEZ
City of Bend Council

MIKE RILEY
City of Bend Council

ROBERT TOWNSEND
ODOT Region 4

TYLER DEKE, AICP
Manager

ANDREA NAPOLI, AICP
Senior Planner

their commitment to building a robust transportation system, and we support CET's request for CRP funding to purchase and install transit shelters.

Thank you for your consideration of this project funding request. Please contact me if you have any questions.

Sincerely,

Barb Campbell