
AGENDA
Bend Metropolitan Planning Organization
Technical Advisory Committee Meeting

Date: September 6, 2023
Time: 10 – 11:00 am
Location: Hybrid meeting

In-Person Location: Bend City Hall, Awbrey Butte Room (2nd floor), 710 NW Wall Street, Bend

Virtual Option: Register for the meeting using the following link:
https://bendoregon-gov.zoom.us/webinar/register/WN_QGqyzBKLT2indptEnpHSfQ
ID: 839 7250 9998; Passcode: 3069404

YouTube: <https://youtube.com/live/01r6psm9LtU?feature=share>

Phone Option: 1-888-788-0099; Passcode: 839 7250 9998##

Contact: Tyler Deke, BMPO Manager (541) 693-2113 (office), (541) 633-9298 (mobile) or tdeke@bendoregon.gov

1. Call Order & Introductions Tyler Deke
2. Hybrid Meeting Guidelines Tyler Deke
3. Public Comment Tyler Deke

Action Items

4. Review and approve June 7, 2023 (Attachment A) draft meeting summary
Tyler Deke

Recommended Language for Motion: I move approval of the June 7, 2023, meeting summary as presented.

Informational Items

5. Metropolitan Transportation Plan (MTP) update overview Joel McCarroll, DKS Associates

Background: The MPO will be utilizing consultant assistance to complete the federally required 5-year update of the MTP, the MPO's long-range transportation plan. An overview of the current project schedule will be provided, along with what future input will be requested of the TAC and when that should occur.

Attachments: MTP schedule (**Attachment B**)

Action Requested: None. Information item.

6. Bend MPO Boundary Adjustments Tyler Deke

Background: After each Census, the Census Bureau adjusts the Urbanized Area Boundary (UZA) and Federal Aid Urban Boundary (FAUB) for every City to reflect population growth and land use changes. The state then makes any adjustments to the FAUB to incorporate local conditions. The MPO boundary must include all areas identified within the FAUB. It should also include areas that may become urbanized over the next 20 years. The Policy Board recently amended the MPO boundary to include new FAUB lands identified through the 2020 Census and future growth areas identified in City of Bend planning documents. MPO staff will review the new FAUB areas and changes to the MPO boundary.

Attachments: Policy Board Memo (**Attachment C**) and Frequently Asked Questions (**Attachment D**)

Action Requested: None. Information item.

7. Oregon Travel Study Tyler Deke

Background: Household travel data is an essential building block for travel models and to help us understand how travel patterns and choices change over time. In Oregon, the most recent studies were conducted between 2008-2011, roughly coinciding with the 2010 Census. The next statewide study is underway with data collection scheduled for fall 2023 and spring 2024. Staff will provide an overview of the study.

Attachments: Travel survey briefing (**Attachment E**). Additional information is available on the following website: <https://oregontravelstudy.com/about/>

Action Requested: None. Information item.

8. Member & Guest Roundtable TAC members

Time for TAC members to provide updates on current projects and planning efforts.

9. Public Comment Tyler Deke

10. Next TAC meeting

The next meeting of the Bend MPO TAC is scheduled for October 4, 2023, at 10 a.m.

11. Adjournment



Accessible Meeting Information

This meeting event and location are accessible. Sign 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. Please contact Andrea Napoli at (541) 323-8545 or anapoli@bendoregon.gov. Providing at least 3 days' notice prior to the event will help ensure availability.



BMPO Bend Metropolitan
Planning Organization

Technical Advisory Committee

Draft Meeting Summary

June 7, 2023

Bend City Hall, Awbrey Butte Room (2nd Floor)
710 NW Wall Street, Bend, Oregon

Link to meeting: <https://www.youtube.com/watch?v=0MIIf3VCwc>

1. Call to Order and Introductions

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10:10 a.m., Wednesday, June 7, 2023, with a quorum of members present (10 of 12). Present during the meeting were:

TAC Voting Members

1. Bend Park and Recreation District (BPRD)..... Henry Stroud
2. Cascades East Transit (CET) Eric Lint
3. City of Bend..... Robin Lewis
4. Commute Options..... Brian Potwin
5. Deschutes County Peter Russell
6. Deschutes County Bike/Pedestrian Advisory Committee Dave Thomson
7. Oregon Department of Transportation (ODOT) David Amiton
8. Oregon State University-Cascades (OSU)..... Casey Bergh
9. Citizen (resident) Greg Bryant
10. Citizen (resident) Liza Hamada
11. *Bend La Pine School District: Sharon Smith absent*
12. *Central Oregon Community College (COCC): Joshua Clawson absent*

Ex Officio (nonvoting) Members

BMPO Manager..... Tyler Deke
Oregon Department of Land Conservation & Development (DLCD): absent
Federal Highway Administration (FHWA): absent
Federal Transit Administration (FTA): absent

BMPO Staff

Andrea Napoli, *Senior Planner*

Guests

Cameron Prow, *type Write II (contractor – meeting recorder)*
 Brian Rankin, *City of Bend Growth Management*
 Damian Syrnnyk, *City of Bend Growth Management*
 Elyse Vukelich, *City of Bend Growth Management/Associate Planner*
 Jennifer Knapp, *City of Bend Growth Management/Senior Planner*
 Jovi Arellano, *ODOT Regional Transit Coordinator*
 Rachel Zakem, *Cascades East Transit alternate*
 Tarik Rawlings, *Deschutes County*

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

2. Hybrid Meeting Guidelines

Omitted.

3. Public Comment

None.

INFORMATIONAL ITEM**5. City of Bend Climate Friendly Areas Study and Stevens Road Tract Update**

Data: Climate Friendly Areas summary (Agenda Attachment B), Climate Friendly FAQs (Frequently Asked Questions; Agenda Attachment C), and Climate Friendly Areas Study Timeline (Agenda Attachment D). Additional information about CFEC rules available at: [Climate-Friendly and Equitable Communities | City of Bend \(www.bendoregon.gov\)](https://www.bendoregon.gov/Climate-Friendly-and-Equitable-Communities-City-of-Bend)

Request: Review and provide input on draft CFA analysis.

Long-Range Planning Manager Brian Rankin, with assistance from Jennifer Knapp, Damian Syrnyk, and Elyse Vukelich, provided an overview of the Climate-Friendly Areas (CFA) Study. CFAs will designate walkable, connected areas to provide a mix of uses that will enable people to live, work, and meet most of their daily needs without driving a vehicle. The presentation covered equity-based engagement, sizing and location examples, and project phasing/timeline. *Next steps:* ongoing community engagement and technical analysis. For more information, check out the following:

- Website: <https://www.bendoregon.gov/government/departments/growth-management/climate-friendly-and-equitable-communities/climate-friendly-areas>
- CFA study information: Elyse Vukelich, e-mail evukelich@bendoregon.gov.
- CFA study engagement: Jennifer Knapp, e-mail jknapp@bendoregon.gov.

TAC concerns: impact on transportation planning, impact on Deschutes River Woods residents (over 5,000), CFAs apply only to cities and counties, incentive for developers to move forward with CFAs, add Juniper Ridge as a CFA, impact of changing to electrical vehicles on reduction of VMT (vehicle miles traveled), and the likelihood each CFA will function as a mini-community.

Senior Planner Damian Syrnyk provided an update on the Stevens Road Tract. His summary covered the boundary, background, planning timeline, and land use concept (Alternative 3).

TAC comments: build-out timeframe (10-20 years, depending on market conditions), impacts on transportation planning, and potential conflicts between affordable housing development and climate-friendly areas.

ACTION ITEMS**4. Review and Approve May 3, 2023, Draft Meeting Summary** (Agenda Attachment A)

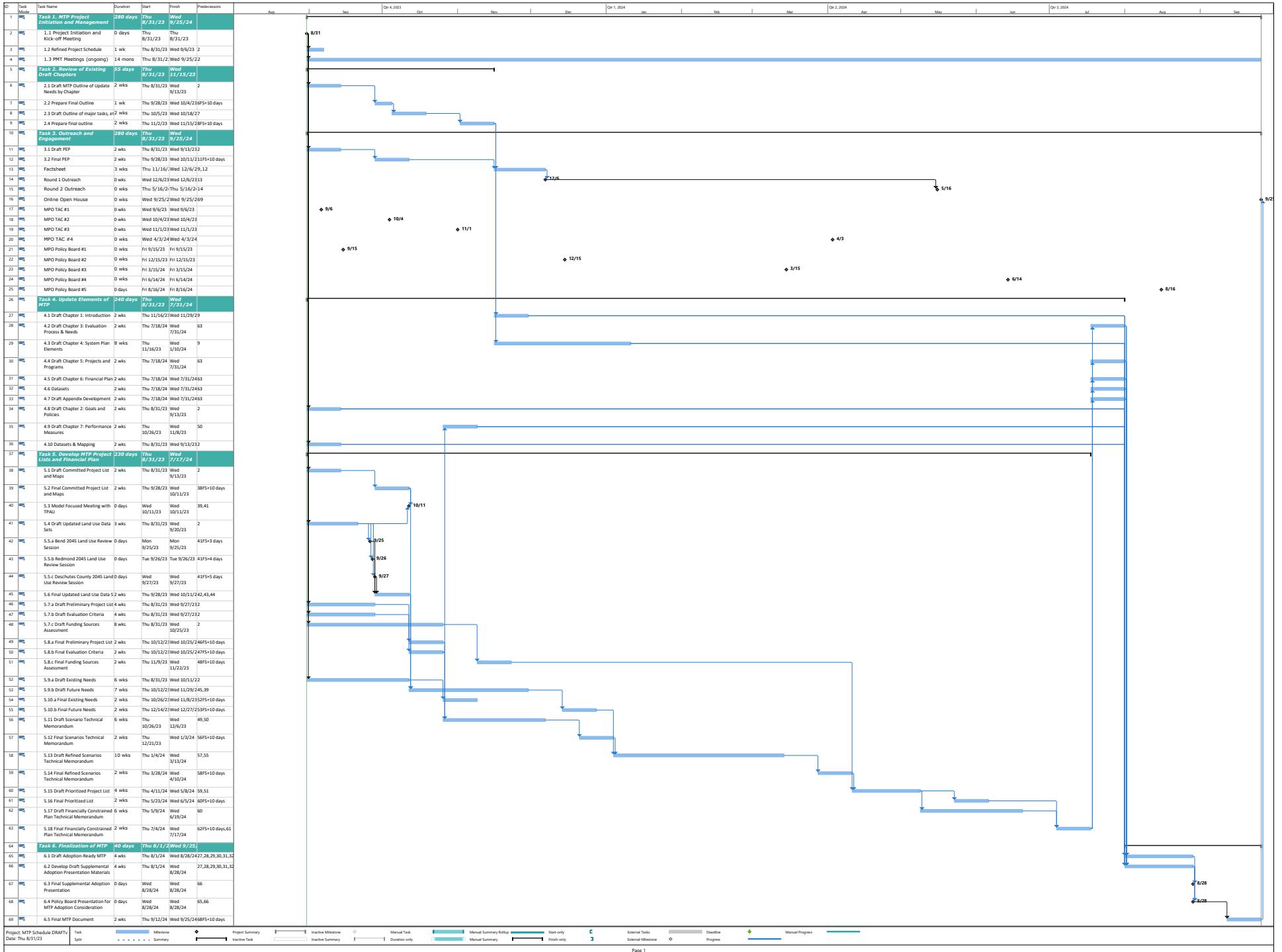
Motion 1 (8/0/0): Mr. Bryant moved approval of the May 3, 2023, draft meeting summary as presented. Mr. Russell seconded the motion which passed unanimously.

INFORMATIONAL ITEM**6. Member and Guest Roundtable**

TAC member and guest updates on current projects and planning efforts:

- Bend-La Pine School District: No report.
- Bend Park & Recreation District: No report.

- Cascades East Transit: Mr. Lint discussed summer services and asked TAC members to help spread the word. **Ride the River** starts on June 17, 2023. **Transit to Trails** starts on June 21 (up to 8 bike racks per bus), Wednesday through Sunday, 3 times per day. Fares will be \$5 one-way and \$10 round trip. Ms. Zakem added information about how this project was funded. **Envision Bend Action Team**: Transportation was a big focus during discussion of how to guide Bend's growth moving forward.
 - Central Oregon Community College: No report.
 - City of Bend: No report.
 - Commute Options: No report.
 - Deschutes County: Mr. Russell reported upcoming meetings: **Tumalo Community Plan** work session on June 22, 2023; **Transportation System Plan** work session on July 27, 2023; and **Planning Commission** public hearing on August 10, 2023. Today's meeting will be his last as Mr. Rawlings will be taking over for him.
 - Deschutes County BPAC: Mr. Thomson announced openings for new BPAC members. Application deadline: June 9, 2023. Mr. Bryant indicated interest in joining.
 - Oregon Department of Transportation: No report.
 - OSU-Cascades: No report.
 - Citizen (Liza Hamada): No report.
 - Citizen (Greg Bryant): No report.
 - Oregon Department of Land Conservation and Development: No report.
 - Bend MPO: No report.
7. **Public Comment**
None.
8. **Next TAC Meeting**
July 5, 2023, 10 a.m. (1st Wednesday)
9. **Adjournment**
There being no further business, Mr. Deke adjourned the meeting at 11:11 a.m.





Date: August 10, 2023
To: Bend MPO Policy Board
From: Tyler Deke, Manager and Andrea Napoli, Senior Planner
Subject: MPO Boundary Modifications

Background

The metropolitan planning area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is determined in agreement by individual Metropolitan Planning Organizations (MPOs) and the Governor.

By law, each metropolitan planning area must encompass at least the existing urbanized area (UZA) as defined by the most recent Census and adjacent areas expected to become urbanized within the next 20 years. The boundary may encompass the entire metropolitan statistical area as defined by the Census Bureau.

The Census Bureau updates UZA boundaries every 10 years following the conclusion of each Census. A UZA represents a densely developed area encompassing residential, commercial, and other urban land uses. The updated UZA data was issued in a Federal Register Notice in late 2022. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with the Oregon Department of Transportation (ODOT).

Discussion

Like most MPOs, the Bend MPO boundary currently does not cover the 2020 UZA as defined by the Census Bureau. To comply with federal regulations, the MPO boundary must include the entire defined UZA and other lands deemed appropriate by the Bend MPO. Once approved by the Policy Board, the new boundary recommendation will be forwarded to ODOT. ODOT is coordinating the Governor's approval of changes to MPO boundaries statewide.

The MPA boundary should be set to include transportation facilities and programs specific to the Bend metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. In addition to meeting federal requirements for the minimum MPO boundary, the following objectives should be considered:

- keep the MPO boundary as consistent as possible with the Bend Urban Growth Boundary (UGB);
- set the MPO boundary to encompass entire roads, not half roads;
- include the entire length of significant roadways; and
- keep the boundary as consistent as possible with established data boundaries such as census boundaries.

Proposed modifications to the existing MPO boundary around Bend include:

- adjustments to reflect changes to the Bend UGB, if any; and

- adjustments to reflect UZA modifications on the periphery of the Bend UGB.

After the 2010 Census, the MPO boundary was expanded along US20 to include part of Tumalo. The current UZA from the Census Bureau does not include Tumalo. The UZA now stops near the top of the grade before US20 drops toward the Deschutes River. Staff will seek input and guidance from the TAC and Policy Board regarding this change.

Public Involvement

Proposed boundary changes will be discussed at meetings of the Policy Board in July and August. Final boundary adjustments must be submitted to ODOT by September 1.

Next Steps

The Policy Board will need to adopt a boundary modification by September 1. Upon approval of the new MPO boundary by the Policy Board, staff will send the proposed boundary adjustment to ODOT. ODOT will then coordinate with the Governor's office to obtain her approval of the revised boundary.

Action Requested

Provide input and guidance to staff on proposed boundary modifications

Bend MPO Boundary Changes – Frequently Asked Questions

Definitions

What is an Urbanized Area (UZA)?

An Urbanized Area is a geographic area designated by the Census Bureau, consisting of a central area and adjacent lands that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile.

What is a Metropolitan Planning Area (MPA)?

A Metropolitan Planning Area is the geographic area in which the federal metropolitan transportation planning process must be implemented. The MPA boundary must, at a minimum, cover the urbanized area and adjacent areas likely to develop within the next twenty years. The boundary may encompass the entire metropolitan statistical area as defined by the Census Bureau.

Adjustments to Existing MPA Boundaries

How is the Federal Aid Urban Boundary (FAUB) determined?

Census data determines when an area's population is sufficient to qualify as "urban". FAUBs must include at a minimum the entire urban area defined by the Census Bureau and have a minimum population of 5,000. The census-defined boundaries can be "smoothed" to incorporate local conditions such as the UGB, terrain, and special traffic generators. Boundary locations should be selected to include logical transportation control points such as interchanges and major crossroads. Also, boundaries should include airports and seaports if they lie within a reasonable distance of the Census boundary.

Why are Federal Aid Urban Boundaries (FAUB) and Federal Functional Classifications (FFC) being updated now?

After each U.S. Decennial Census, the Federal Highway Administration (FHWA) requires states to review and update their FAUB and FFC. It takes several years for the Census Bureau to prepare the urban boundary data from the Census that is required in order to update FAUB and FFC. Urban boundary data from the 2020 Census was released in late 2022.

When are updates to the FAUB and FFC required to be completed?

FHWA is asking jurisdictions to complete adjustments to Federal Aid Urban Area Boundaries by December 29, 2023 (this means that the adjusted boundaries have been approved by ODOT and the FHWA). FHWA will consider all urban area boundaries final as of April 15, 2025, and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. Updates to the Federal Functional Classifications should be completed and approved by ODOT and FHWA by December 29, 2025.

Is there an appeal process for federally designated urbanized areas (UZAs)?

No, there is not an appeal process for federally designated urbanized areas (UZAs). All federal literature clearly specifies that the UZA must be included in the MPA boundary. Metro (Portland) received confirmation from the Census Bureau that there is no appeal process for reducing the size of the UZA boundary – only the ability to propose outward adjustments.

Can urban area boundaries include less area than the Census-designated boundaries?

No. Federal Transportation legislation specifically requires any adjustments to urbanized area boundaries to include, at a minimum, the entire urbanized area designated by the Census Bureau.

Does the Federal Highway Administration or Federal Transit Administration need to approve boundary changes?

No. Approval of MPA boundaries by these federal agencies is not required. However, the boundary maps must be submitted to these agencies after approval by the MPO and the Governor.

Can FAUB updates be made between Census years? For example, if a UGB is updated, could an urban area request to make corresponding changes in the FAUB?

The latest information from the Census Bureau and FHWA is that it will not be possible to make changes to FAUBs until the 2030 Census data is released (this is a change from prior guidance).

Impacts to the MPO Plans, Programs, and Other Items

What determines urban/rural for federally funded projects? The MPO planning boundary, Urban Growth Boundary (UGB) or Federal Aid Urban Boundary (FAUB)?

The Federal Aid Urban Boundary. Roadways inside the FAUB have urban classifications while those outside the FAUB have rural classifications.

What are the impacts to the Metropolitan Transportation Plan (MTP)?

An expanded boundary will have minimal impacts to the Plan. For the next Plan update, member agencies may request projects be included for the newly designated planning areas. Those projects will need to fit within the long-range financial forecast.

What are the impacts to the Metropolitan Transportation Improvement Program (MTIP)?

An expanded boundary will have minimal impacts to the MTIP. Projects located within the boundary are eligible for federal transportation funding distributed through the MPO. Any regionally significant project or projects receiving ODOT administered funding or federal transit funding must be included in the MTIP if they are located within the boundary.

What are the impacts to the annual unified planning work program (UPWP)?

An expanded boundary will have minimal impacts to the work program. The description of planning activities that are funded will need to include projects within the new boundary areas. Any needed updates to the work program planning descriptions can be added to the 2023-2025 UPWP.

Do MPA boundary changes impact Roadway Functional Classifications?

The impact on transportation facilities in rural areas (within the boundary) is expected to be minimal. Even though the federal functional classification of a transportation facility may change due to the boundary, it does not change state requirements and limitations. Once adjustments to the boundary are adopted, roadways that are impacted by the new boundary may need to be functionally reclassified.

Do boundary changes impact distribution of federal funds?

Federal funds are distributed within Oregon to large urban areas, small urban areas, counties, and small cities, in proportion to their relative share of the total population and other factors. Available federal funds could be utilized for transportation plans, programs, or projects within the expanded areas.

What is the impact on rural lands that are now included within the MPA boundary?

There will be no impact. The MPO does not have land use authority. The authority to implement land use planning functions resides with the local governing agency (City or County) in coordination with the State, and is not impacted by the federal MPA boundary.

What are the practical impacts to the areas being added to the boundary?

There are no immediate impacts. Significant projects in the new areas will be included in the Metropolitan Transportation Plan. Any state or federally funded projects in the new areas will need to be included in the Metropolitan Transportation Improvement Program. MPO funding could be utilized for transportation plans or projects within the expanded areas. Projects within the added areas will also be eligible for urban federal funding.

Why was Tumalo added after the 2010 Census?

The Tumalo core is considered a “noncontiguous qualifying territory” and an “area of high population density.” To meet these criteria, the area must have 500 persons per square mile (about 0.8 persons per acre). The federal rules include a provision for “inclusion of noncontiguous territory via hops and jumps.” Tumalo was added via the “jump” provision.



The Oregon Modeling Statewide Collaborative (OMSC) is preparing for an upcoming survey of household travel behavior.

A Briefing for Policy Makers

September 2022

- Real-world travel behavior data improves the accuracy of and confidence in future travel forecasts, which are the basis for many public policy and investment decisions.
- Household travel data is an essential building block for travel models and other analysis tools. Household travel surveys provide details about travel behavior that is lacking in other data sources; for example, demographics, trip purpose and vehicle occupancy.
- Through the Oregon Modeling Statewide Collaborative (OMSC), MPOs and other governmental agencies across Oregon are partnering to collect updated household travel data, so that information used to make future policy and investment decisions remains analytically valid.
- Since household travel activities and demographics change over time, travel surveys are traditionally conducted roughly every 10 years. In Oregon, the most recent prior surveys were conducted between 2009-2011, roughly coinciding with the 2010 Census.
- Now that the 2020 Census is complete, the Oregon Modeling Statewide Collaborative (OMSC) has hired a



consulting team to plan and conduct the next household travel survey.

- Many regions in Oregon are experiencing rapid growth and increasing congestion. Emerging technologies offer new travel modes such as carsharing and ride hailing services like Uber and Lyft. Also, the pandemic introduced changes in travel behavior that may or may not continue into the future. The new travel survey will help to identify the behavioral forces creating these changes.
- Because each metropolitan area in Oregon has unique characteristics, it is important to collect region-specific information so that travel forecasts reflect the distinct travel behaviors of residents in each area.



Planning Our Future Together
Planificando Nuestro Futuro Juntos

What information is typically collected? Volunteer participants are asked to record where, when, why, how, and with whom they travel.

How will the travel survey be accomplished? Data will be collected via a smartphone app, a web-based survey, and a call center. As part of the survey planning process a target number of survey participants by survey mode will be investigated for each region. The OMSC will select survey methods that best balance cost and data quality.

Who will conduct the survey? The survey will be conducted by a team of consultants led by the firm Resource Systems Group (RSG). RSG is a leading travel behavior research firm in the world, having collected data from over 100,000 households since 2014.

What is the timeline? The preparatory process was anticipated to take approximately three years, as shown below, and we are currently in year three. Data collection is expected to begin in spring 2023, and may continue through fall 2023.

OREGON TRAVEL SURVEY PREPARATORY PROCESS



What about “big data”? Transportation planning agencies can purchase passive data that is extracted from a wide variety of anonymized sources such as cell phone and credit card data, administrative records, internet transactions and social media. While passive data may indicate past travel patterns, it has a limited ability to explain the essential “why” behind those patterns. So passive data is not likely to answer all travel behavior questions needed for our forecasting models, and it does not replace the need for travel surveys.

Nonetheless, there may be a role for passive data in helping to improve the cost-effectiveness of Oregon’s travel modeling program. The OMSC is currently examining the quality and reliability of passive data sources, to determine how they may be used to complement household travel surveys.

Since 1996, the OMSC has worked to improve the state-of-the-practice and promote state-of-the-art land use and transportation modeling in Oregon. Our mission is to ensure Oregon continues to have the right tools, skills and expertise needed to answer important questions about our transportation systems, land uses, and economy. Learn more at www.oregonmodels.org