
AGENDA
Bend Metropolitan Planning Organization
Technical Advisory Committee Meeting

Date: July 6, 2022
Time: 10:00 – 11:30 am
Location: Virtual meeting

Virtual Option: Register for this meeting using the following link:
[https://bendoregon-
gov.zoom.us/webinar/register/WN_UMty2KWzSYWHQFLBqiHTmw](https://bendoregon.gov.zoom.us/webinar/register/WN_UMty2KWzSYWHQFLBqiHTmw)

After registering, you will receive a confirmation email about joining the webinar.

Phone Option: 1-888-788-0099, Webinar ID: 891 2764 2491, Passcode: bmpo

You can comment while viewing on Zoom during the live meeting raising your hand, phone participant use *9 to raise your hand.

YouTube Stream Option: <https://youtu.be/9noPGslUbVo>

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** **Jovi Anderson**

Action Items

3. **Review and approve May 4, 2022 (Attachment A) draft meeting summary**
Tyler Deke

Recommended Language for Motion: I move approval of the May 4, 2022 meeting summary as presented.

4. **2022 Competitive Project Application Process, Criteria and Scoring Review**
..... **Andrea Napoli**

Background: Beginning in September, the Bend MPO will be conducting its second competitive project application process using its Surface Transportation Block Grant (STBG) funds for fiscal years 2022-2027.

Review and confirmation to continue or revise the existing project application criteria and scoring system approved in 2020 is needed for this application cycle. Additionally, MPO staff have developed an equity-based mapping tool and seek direction on how best to incorporate it into the project application review and funding recommendation process.

Attachments: Memo: MPO Competitive Project Application Process - Project Criteria and Scoring Review (Attachment B)

Action Requested: TAC recommendation to the Policy Board regarding project application criteria and scoring system; TAC discussion and consensus on use of new equity-based mapping tool in the project application review and funding recommendation process.

Recommended Language for Motion: *“I move to recommend approval to the Policy Board of the project application criteria and scoring for the 2022 call for projects, as (presented / revised).”*

Informational Items

5. ODOT Planning Projects Rick Williams, ODOT

Background: ODOT in cooperation with the City of Bend, will soon begin work on the US97 @ Reed Market Road Operations and Safety Study. The study area includes Reed Market Rd from Brookwood Blvd to 4th St and 3rd St from Roosevelt Ave to Brosterhaus Rd. The study will develop and prioritize operational and safety solutions, and develop planning level concepts and cost estimates for the highest priority solutions. ODOT will also soon begin work on the US20 Refinement Plan. The plan will identify safety, operational, bicycle and pedestrian improvements to US20 from 3rd Street to Powell Butte Highway. Staff will provide an update on the status of the projects.

Attachments: None. Information will be shared at the meeting.

Action Requested: None. Information item.

6. CET Update Andrea Breault and Rachel Zakem, CET

Background: Cascades East Transit (CET) provides public transportation services throughout Central Oregon. CET staff will provide an update on current services and future planning initiatives.

Attachments: None. Information about CET services is available on the following site: <https://cascadeseasttransit.com/>

Action Requested: None. Information item.

7. Safety Performance Measures Update Jovi Anderson

Background: The MAP-21 legislation implemented a national roadway safety goal “To achieve a significant reduction in traffic fatalities and serious injuries on all public roads”, and prompted safety performance targets to be tracked by states and MPOs. In 2018, Bend MPO Policy Board adopted ODOT’s statewide safety performance targets as established in the 2016 Oregon Transportation Safety Plan. The 5 safety performance measures include the number of fatalities, fatality rate, number of serious injuries, rate of serious injuries, and number of non-motorized crashes. Staff will review the 5-year cycle of updated crash data.

Attachments: July 2022 Bend MPO Safety Performance Measures Update (Attachment C)

Action Requested: None. Information item.

8. Member Roundtable

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 August 3 at 10 a.m.

11. Adjourn



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.

DRAFT
BEND METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Virtual Meeting – Summary
May 4, 2022

YouTube video link: <https://youtu.be/CKc-cqYVrHI>

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 10:04 a.m., Wednesday, May 4, 2022, with a quorum of members present (8 of 12). Casey Bergh arrived after approval of the March minutes, increasing the quorum (9 of 12). Attending were:

TAC Voting Members

1. Bend-La Pine School District Sharon Smith
2. Bend Park and Recreation District Henry Stroud
3. Cascades East Transit..... Rachel Zakem
4. Deschutes County Peter Russell
5. Deschutes County Bike/Pedestrian Advisory Committee Dave Thomson
6. Oregon Department of Transportation (ODOT)..... Rick Williams
7. Oregon State University-Cascades Campus..... Casey Bergh
8. Citizen..... Greg Bryant
9. Citizen..... Liza Hamada
10. *Central Oregon Community College: Mike Beaulieu absent*
11. *City of Bend: Robin Lewis absent*
12. *Commute Options: Brian Potwin absent*

Ex Officio Members (nonvoting)

Bend Metropolitan Planning Organization (BMPO) Manager..... Tyler Deke
 Oregon Department of Land Conservation/Development Angie Brewer
Federal Highway Administration (FHWA): absent
Federal Transit Administration (FTA): absent

BMPO Staff

Andrea Napoli, *Senior Planner*
 Jovi Anderson, *Program Coordinator*

Visitors

Cameron Prow, *TYPE-Write II (minutes consultant)*
 Kym Leason
 Theresa Conley, *ODOT Region 4 Public Transit Division*
 Tobi Marx, *City of Bend Parking Services Division Manager*

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

2. Virtual Meeting Guidelines

Ms. Anderson reviewed the online meeting guidelines.

ACTION ITEMS**3. Review and Approve TAC Meeting Summary**

Data: March 2, 2022 (Agenda Attachment A)

Motion 1 (8/0/0): Mr. Stroud moved approval of the March 2, 2022, draft meeting summary as presented. Ms. Smith seconded the motion which passed unanimously.

INFORMATIONAL ITEMS**5. Bikeshare Update**

Mr. Marx provided a status report on the City of Bend bikeshare program. His summary covered the background, launching of a two-year bikeshare pilot program with dockless E-bikes in summer 2022, and keys to success (neighborhood mobility points).

TAC questions covered equipment types (bikes, scooters), vendors, program expansion to southeast Bend, how schools could become micromobility points, rider age limit, and bikeshare programs in other communities (Ogden, Utah; Seattle, Washington).

Ms. Smith suggested mobility and bikeshare programs check out eligibility for grant funding through the Oregon Transportation Commission. At its last meeting, the OTC allocated some of its federal infrastructure money to fund an innovative mobility program.

ACTION ITEMS**4. Distribution of Surface Transportation Block Grant (STBG) Funds**

Data: Memo (Agenda Attachment B)

Ms. Napoli summarized the background, current situation, competing needs, scenario examples, and next steps. The Policy Board will revisit the distribution of “additional” FY (fiscal year) 2022-2024 STBG funds expected and annual allocation estimates for FY 2025-2027 funds associated with the next MTIP (Metropolitan Transportation Improvement Plan). She requested a recommendation from the TAC on which of three scenario examples (see below) should be implemented:

- Scenario Example 1: Continue 2020-approved percentage splits (60% City of Bend, 15% competitive project application process, 25% Bend MPO-required planning).
- Scenario Example 2: Allocate “additional” FY 2022-2024 funds to MPO planning, competitive application process, and reserve AND for estimated future allocations of FY 2025-2027 freeze City of Bend Streets at the previously approved \$723,000 per year, with remaining dollars going to MPO-required and other planning efforts, competitive application process, and reserve.
- Scenario Example 3: Allocate “additional” FY 2022-2024 funds to MPO planning, competitive application process, and reserve AND for estimated future allocations of FY 2025-2027 apply other annual dollar amount or percentage to City of Bend Streets, with remaining amount going to MPO-required and other planning efforts, competitive application process, and reserve.

TAC concerns included whether Deschutes River Woods could receive MPO funding for preservation of its street system, immediacy of the MPO’s need for funding, what might happen if/when the MPO boundary expands, percentage of the City Streets budget represented by the MPO allocation, Policy Board feedback on keeping or enhancing monies allocated to City street preservation, importance of street preservation for bike riders and pedestrians, dedicating a percentage of street preservation funding for bike/ped facilities,

flexibility of STBG funding, and amount of “additional” STBG dollars that should go to competitive projects or MPO-required planning.

Motion 2 (9/0/0): Mr. Bryant moved to recommend approval of Scenario Example 2 to the Bend MPO Policy Board as presented. Mr. Russell seconded the motion which passed unanimously.

INFORMATIONAL ITEMS

6. Member Roundtable

TAC members provided updates on current projects and planning efforts:

- Bend-La Pine School District: No report.
- Bend Park & Recreation District: Mr. Stroud reported the district set the new bike/pedestrian bridge over the railroad at Alpenglow Park. The district is hiring a consultant for Phase 1 design of the North Unit Canal Trail; the design should be completed in 8-10 months.
- Cascades East Transit: Ms. Zakem announced CET issued a Request for Bid for 34 new bus stops in Bend and Redmond and new routes. Construction is expected in summer 2022.
- Central Oregon Community College: No report.
- City of Bend: No report.
- Commute Options: No report.
- Deschutes County: Mr. Russell announced an open house on the Tumalo Community Plan update would be held on May 11, 2022, 6 p.m., at the Tumalo Community School gym. The county has been discussing land use proceedings with the Oregon Department of Justice and ODOT about installing a multi-use path from Baker Road to the High Desert Museum.
- Deschutes County BPAC: No report.
- Oregon Department of Transportation: Mr. Williams reported he was negotiating with a consultant on the Reed Market study, which should be underway in June 2022. An RFQ (Request for Qualifications) for the Highway 20 facility plan is expected to go out this week; the consultant team should be on board in July 2022.
- OSU-Cascades: No report.
- Citizen: No report.
- Citizen: No report.
- Oregon Department of Land Conservation and Development (DLCD): Ms. Brewer stated she has been responding to calls about housing, wildfire, and infrastructure needs. Conversations with Bend planning staff about funding are ongoing. She is co-hosting the Oregon Planners Network meeting next Thursday-Friday, May 12-13, 2022. DLCD, Oregon Department of Agriculture, and Oregon Department of Fish & Wildlife submitted a three-agency letter, proposing rezone of 700+ acres of resource land to nonresource land for rural residential development in Deschutes County.

- Bend MPO: Mr. Deke announced the Policy Board at next month's meeting will consider a full amendment to the 2021-24 MTIP. The proposed amendment will increase funding for the US97 Bend North Corridor project by about \$53 million.

Ms. Smith added that the OTC allocated at least \$50 million to the Enhance program. Possible uses for those funds included the Highway 97 Bend North Corridor project. Mr. Thomson asked if the \$1 million from the rail crossing program could be used for a bike/pedestrian access under the railroad tracks. Mr. Williams stated he assumed the rail crossing funds would be focused on the existing Cooley Road rail crossing. Ms. Anderson said she would review announcements sent to the TAC in April 2022.

7. Public Comment

None.

8. Next TAC Meeting

- June 1, 2022, 10 a.m. (1st Wednesday)

9. Adjourn

There being no further business, Mr. Deke adjourned the meeting at 11:09 a.m.



MEMO

TO: BEND MPO TECHNICAL ADVISORY COMMITTEE (TAC)

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: JUNE 29, 2022

RE: MPO COMPETITIVE PROJECT APPLICATION PROCESS - PROJECT CRITERIA AND
SCORING REVIEW

Topic

The Bend MPO will be conducting its second competitive project application process using its Surface Transportation Block Grant (STBG) funds for fiscal years 2022-2027 later this fall. Review and confirmation to continue or revise the existing project application criteria and scoring system approved in 2020 is needed for this application cycle. Additionally, MPO staff have developed an equity-based mapping tool and seek direction on how best to incorporate it into the project application review and funding recommendation process.

Request

TAC recommendation to the Policy Board regarding project application criteria and scoring system; TAC discussion and consensus on use of new equity-based mapping tool in the project application review and funding recommendation process.

Background

In 2020, a TAC sub-group was formed to develop a set of project application criteria and a score-based ranking system. The criteria and scoring were then finalized by the TAC and Policy Board to be used as a tool in the MPO's first competitive project application process later that year. The criteria topics were based off of the BMPO Metropolitan Transportation Plan (MTP) goals adopted by the joint City/MPO TSP/MTP Steering Committee in 2018. The criteria are broken into "Higher" and "Lower" levels of priority, with a corresponding number of points available (max. 6 vs. max. 3) for an overall score. *(Note that the resultant criteria scoring is **simply one tool** that the TAC uses with consideration to other factors when developing their funding recommendation to the Policy Board.)*

Project Application Criteria and Scoring/Ranking System, Approved in 2020

Criteria Language		Level of Priority & Max. Points
1	Project addresses a known safety concern, or enhances safety	Higher 6 Points Max. Each
2	Project increases system capacity, quality, and/or connectivity for multiple users (<i>drivers, cyclists, pedestrians, transit users</i>)	
3	Project increases system efficiency (<i>without increasing capacity or at lower cost</i>)	
4	Project improves transportation system or provides transportation-related benefit to those that do not drive	
5	Project reduces VMT and/or emissions	
6	Project includes cost sharing beyond match and/or includes investment from other funding sources	Lower 3 Points Max. Each
7	Project supports economic development	
8	Project encourages freight movement on appropriate routes (designated routes/arterials)	

Current Situation

Staff is currently making necessary updates to the 2020 application and instructions documents ahead of the next call for projects late this summer. Confirmation to either continue use of the existing criteria table (shown above) or direction on revisions will be needed to finalize the 2022 application and instructions. Additionally, staff have developed a new [equity-focused mapping tool](#) and hoping to incorporate it into the TAC project funding recommendation process and Policy Board final funding decision. As not all projects applying for funds may have a geographic location, staff is seeking direction from the TAC on how best to incorporate use of the mapping tool into the application review and funding recommendation process.

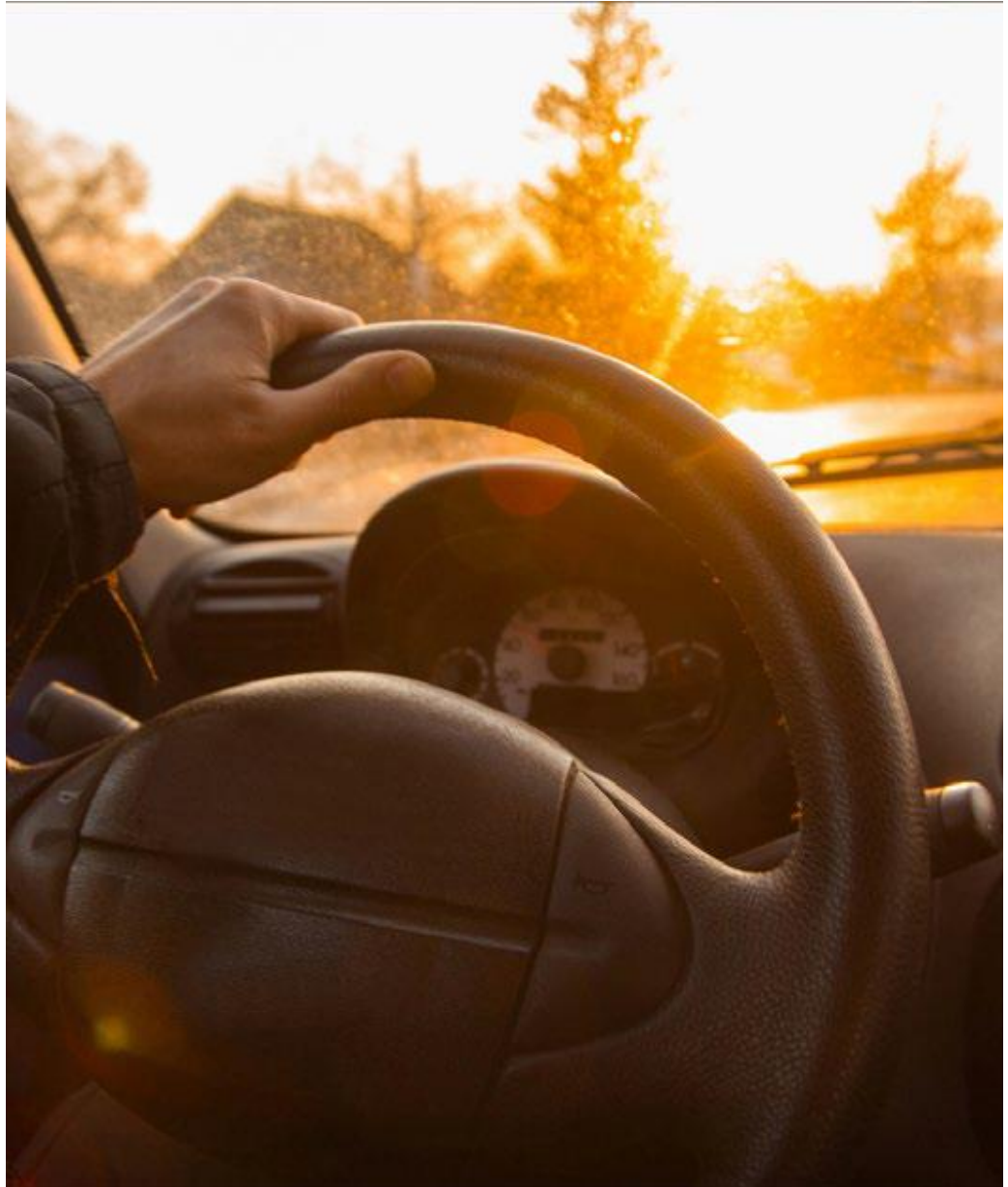
Suggested Language for Motion: “I move to recommend approval to the Policy Board of the project application criteria and scoring for the 2022 call for projects, as (presented / revised).”

Anticipated STBG Competitive Project Application Schedule, 2022

JULY TAC & POLICY BOARD MEETINGS	REVIEW PREVIOUS STBG COMPETITIVE PROJECT APPLICATION CRITERIA DEVELOPED IN 2020 FOR POTENTIAL CHANGES/ADJUSTMENTS FOR UPCOMING CALL FOR PROJECTS
SEPTEMBER 1	STBG PROJECT APPLICATION SUBMITTAL TO OPEN
OCTOBER 21	APPLICATION SUBMITTAL DEADLINE
NOVEMBER 2	TAC APPLICATION WORKSHOP; APPLICANTS TO PRESENT PROJECTS
DECEMBER 7	TAC TO REVIEW APPLICATIONS, EVALUATE PROJECTS, MAKE FUNDING RECOMMENDATION
DECEMBER 20	APPLICANT PRESENTATIONS TO POLICY BOARD; BOARD TO AWARD FUNDS



SAFETY PERFORMANCE MEASURES UPDATE



July 2022

Bend MPO Safety Performance
Measures

Overview of Performance Measures

FEDERAL LEGISLATION REQUIREMENT

MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective of the new framework was to ensure States and MPOs invest federal resources in projects that collectively will make progress toward the achievement of the national goals identified in MAP-21 and the current legislation adopted in 2021. Federal performance management as a key action is emphasized in this national policy.

“Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through [§1203; 23 USC 150(a)]”.

National Roadway Safety Goal

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Timeline for Roadway Safety Target-Setting

Table 1 National Roadway Safety Goal Timeline

Measure	Oregon Department of Transportation (ODOT) Action	MPO Adoption Date	MPO Plan or Program with Performance Measures	Target Date for Review & Action Planned
Roadway Safety	ODOT initial adoption <ul style="list-style-type: none"> • 10/14/16 ODOT Safety Action Plan <ul style="list-style-type: none"> • 9/9/21 	October 2018, update in Metropolitan Transportation Plan (MTP) 9/2019	Bend Transportation Safety Action Plan, 2021-2024 MTIP, 2040 MTP	2022-2023 target setting with ODOT

Safety Performance Measures

FEDERAL LEGISLATION REQUIREMENT

The Federal Highway Administration (FHWA) Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures (PM's) by August 31, 2017. MPOs must establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish their own targets within 180 days of the State doing so.

Bend MPO Adopted Safety PM's on February 20, 2018

- Bend MPO adopted ODOT's safety performance targets as established in the 2016 Oregon Transportation Safety Plan via Bend MPO Resolution 2018-02. This report is the first review of the next 5-year cycle of updated crash data. In the following tables and figures, the rates and targets are shown for crashes within the Bend MPO boundary: number of fatalities, fatality rate, number of serious injuries, rate of serious injuries, and number of non-motorized crashes.

(1) **Number of Fatalities,**
 (2) **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),**
 (3) **Number of Serious Injuries,**
 (4) **Rate of Serious Injuries per 100 million VMT, and**
 (5) **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries**

HOW ARE WE DOING?

Any fatality or injury is not progress toward the goal of safer transportation systems. Table 2 shows the summary of Oregon statewide crash baseline and first-year targets. The state safety targets and rates were updated in the [Oregon Transportation Safety Action iPlan](#) adopted in September 2021. The federal rules also requires MPOs to establish performance targets. Bend MPO adopted the state-established targets in October 2018 and in the adoption of the Bend Metropolitan Transportation Plan in September of 2019. Table 3 shows Oregon statewide and Bend MPO crash data and rates as available through 2020 from crashes reported to ODOT. Twenty-twenty (2020) is the most current data available for crashes statewide from the ODOT Crash Analysis and Reporting Unit. Bend MPO will continue to work closely with ODOT and FHWA to coordinate these safety data and targets.

Table 2 Oregon Statewide Roadway Safety Targets

Oregon Targets (5-year total)	Fatalities	Fatality Rate per 100 Million VMT	Serious Injuries	Serious Injury Rate Per 100 Million VMT	Non-motorized fatalities and serious injuries
2018 Initial Targets (2014-2018)	350	0.89	1,461	4.33	234
2021 Baseline Crash Targets (2014-2018)	448	1.48	1,739	5.03	257
2022 First Year Targets (2015-2019)	444	1.46	1,722	4.98	254

Table 2 statewide target rates were updated in the latest [Oregon Transportation Safety Action Plan](#) adopted in September 2021. 2018 Initial targets can be referenced in the [FHWA Performance Management Areas, Measures, and Targets for Oregon DOT](#) adopted 8/16/2018.

Table 3 Bend MPO Reported Crash Data and Rates



Reported Crash Data (5-year rolling average)	Average Fatalities per year	Fatality rate per 100 Million VMT	Serious Injuries	Serious injury rate per 100 Million VMT	Non-motorist fatalities and serious injuries
Oregon Statewide					
Statewide Data and Rates (2015-2019)	475.0	 2.58	1820.8	 11.58	260.0
Statewide Data and Rates (2016-2020)	488.0	 2.60	1708.0	 10.29	258.8
Bend MPO					
Bend MPO Data and Rates (2015-2019)	4.8	 1.77	23.8	 4.01	4.4
Bend MPO Data and Rates (2016-2020)	4.8	 1.84	23.0	 3.81	4.0

Table 3 details for icons: Red x indicates measure not met, Green check mark indicates met target.

MPO REPORTING REQUIREMENT

The Bend MPO supports ODOT's safety performance targets as established. To view the ODOT targets see www.oregon.gov/ODOT/PerformMang. Bend MPO will work with ODOT to review and

Performance Measures

verify our safety performance measures annually. Each graph shows BMPO progress toward meeting ODOTs Roadway safety targets for the following three categories through 2035.

1. Zero by 2035 (Blue line) shows the trend if using a straight calculation of 5 year rolling averages.
2. 3% per year (Yellow line) shows the trend of 3% reduction each year.
3. S-Curve (Red line) shows a flat rate in the near timeframe and a sharper decrease in later years.

Table 4 Bend MPO Fatalities by Year

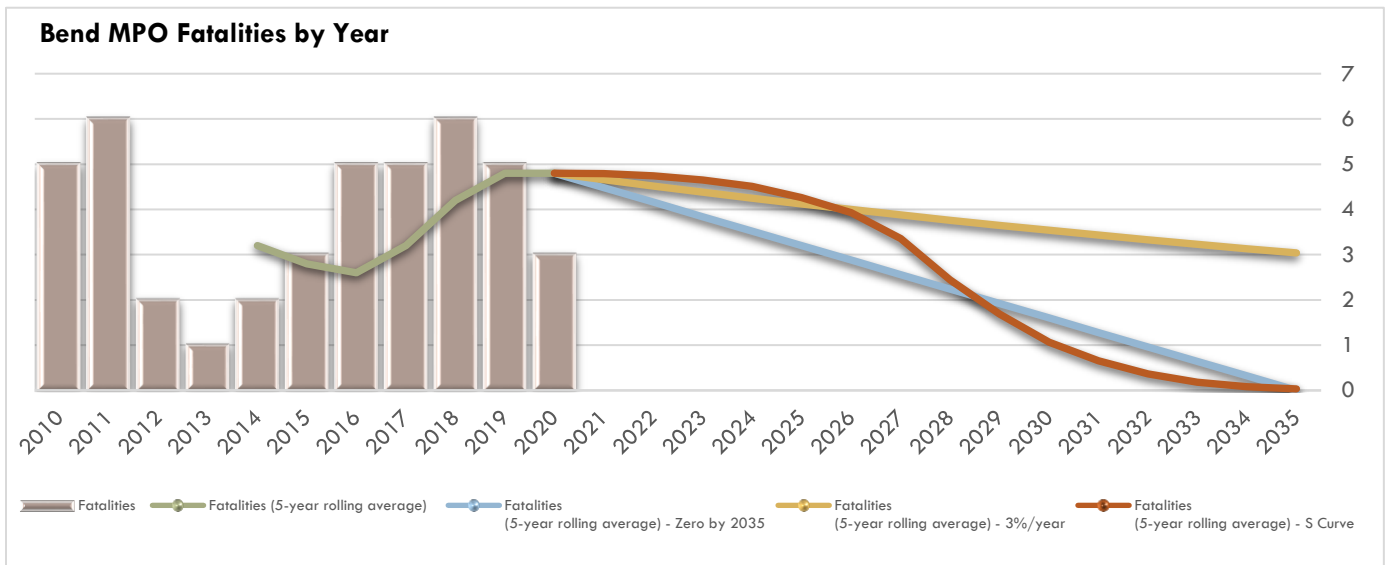
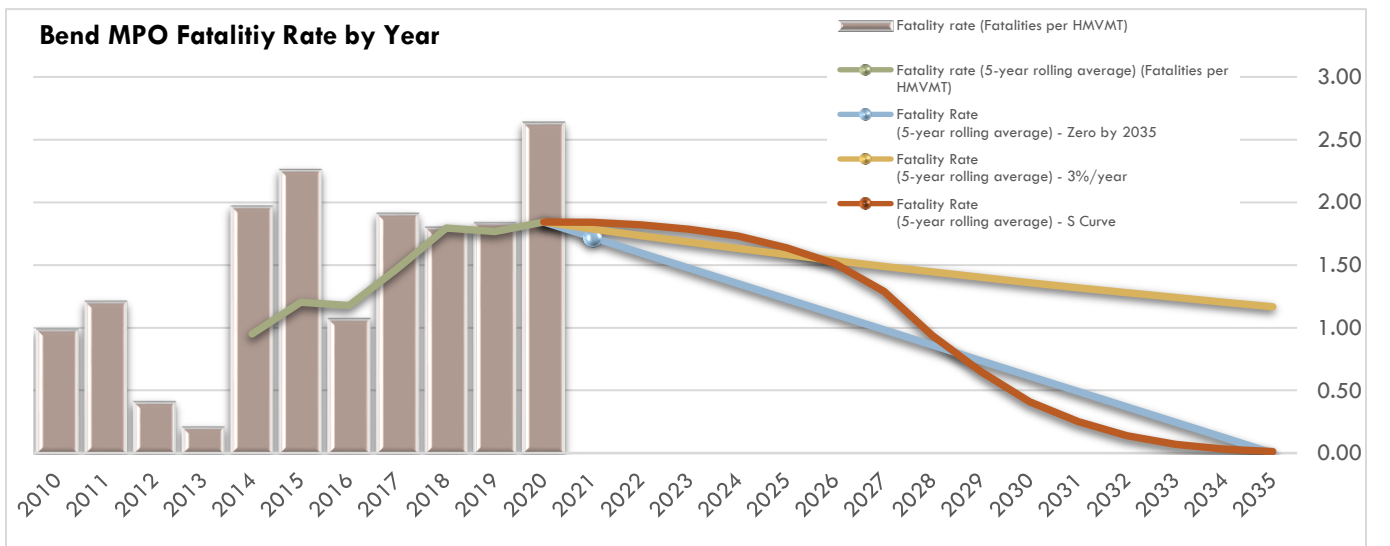


Table 5 Bend MPO Fatality Rate by Year



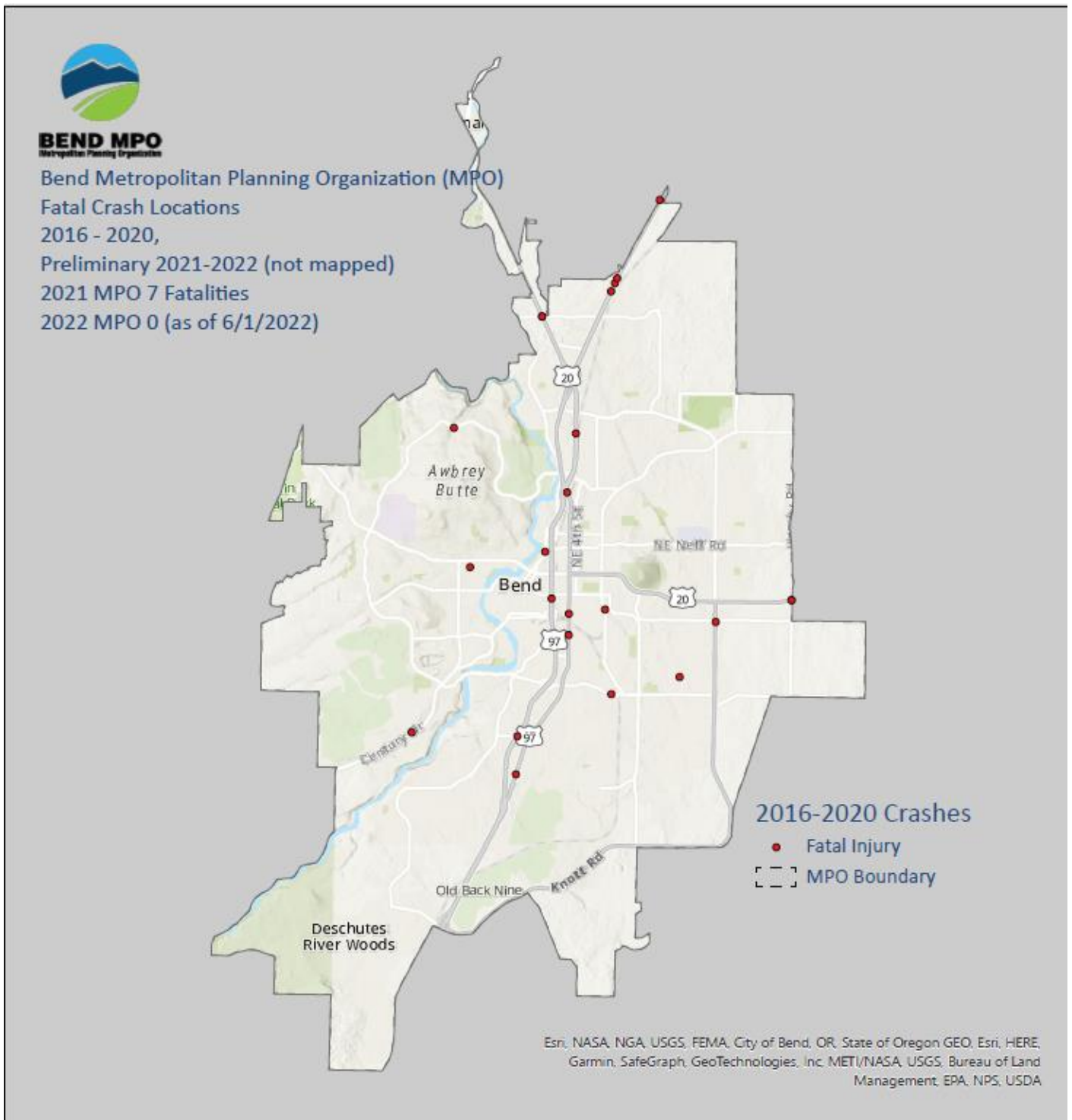


Figure 1 Bend MPO Fatality Map of Crash Locations 2016-2020

Performance Measures

Table 6 Bend MPO Serious Injuries by Year

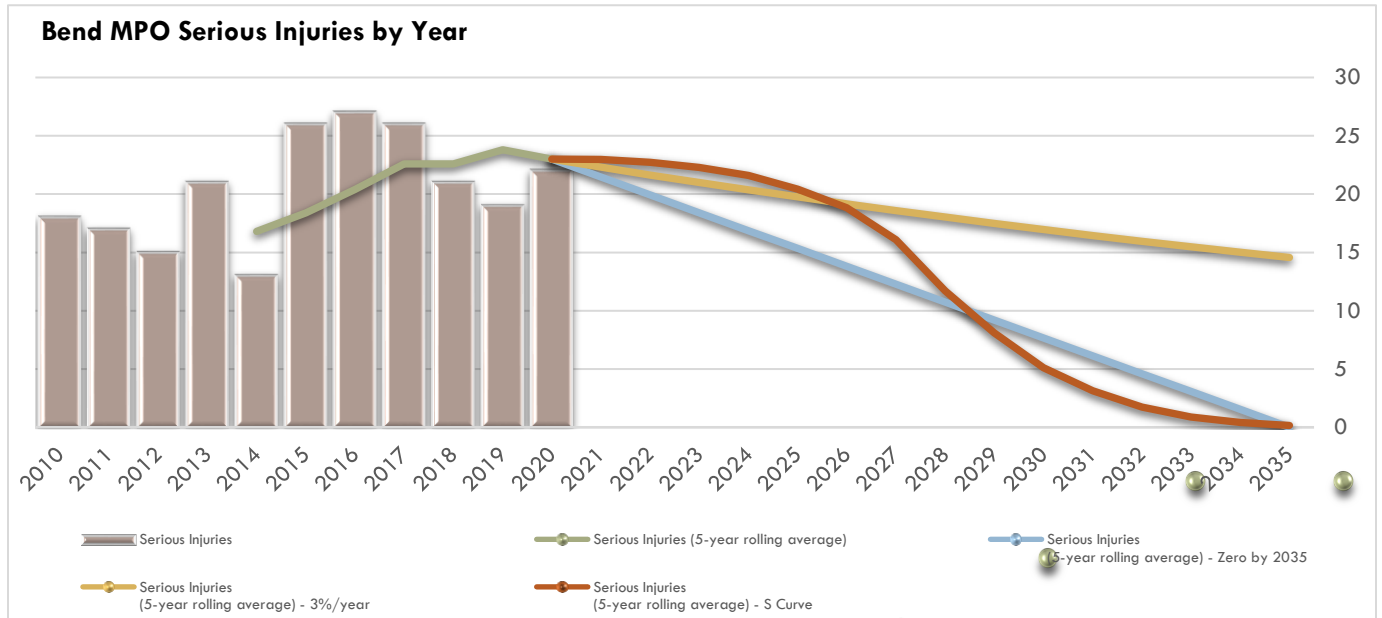
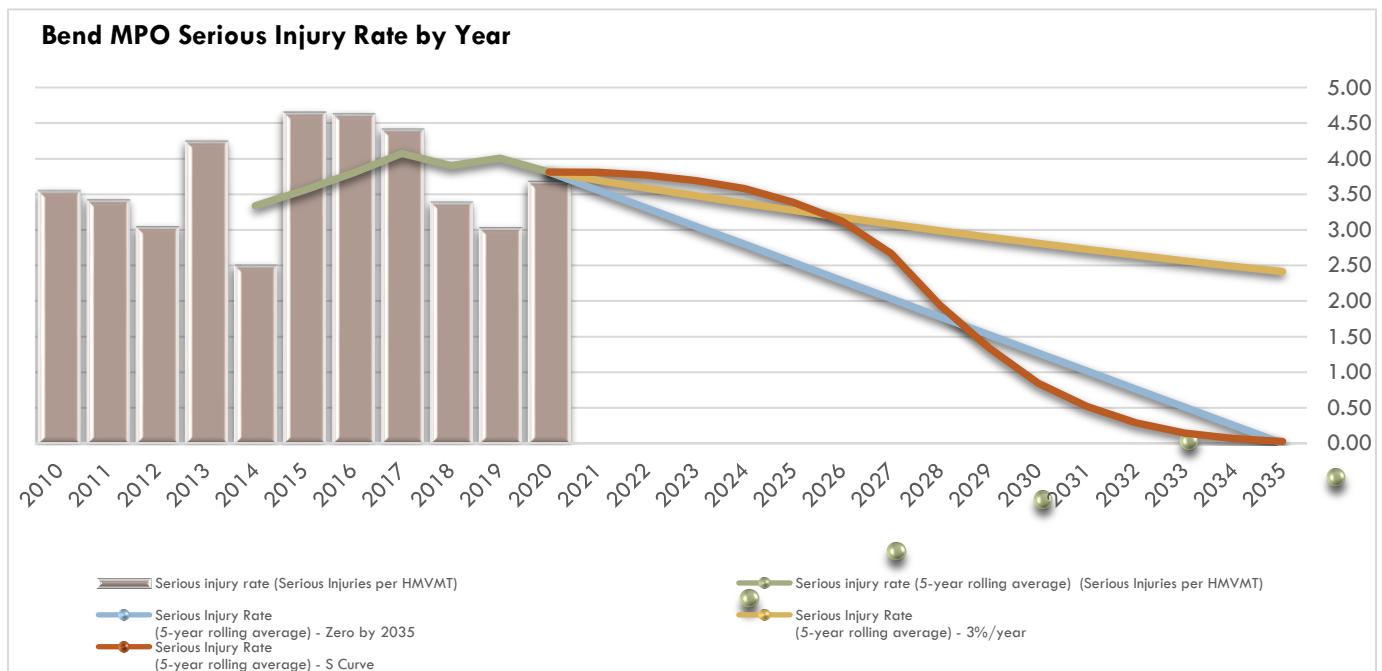


Table 7 Bend MPO Serious Injury Rate by Year



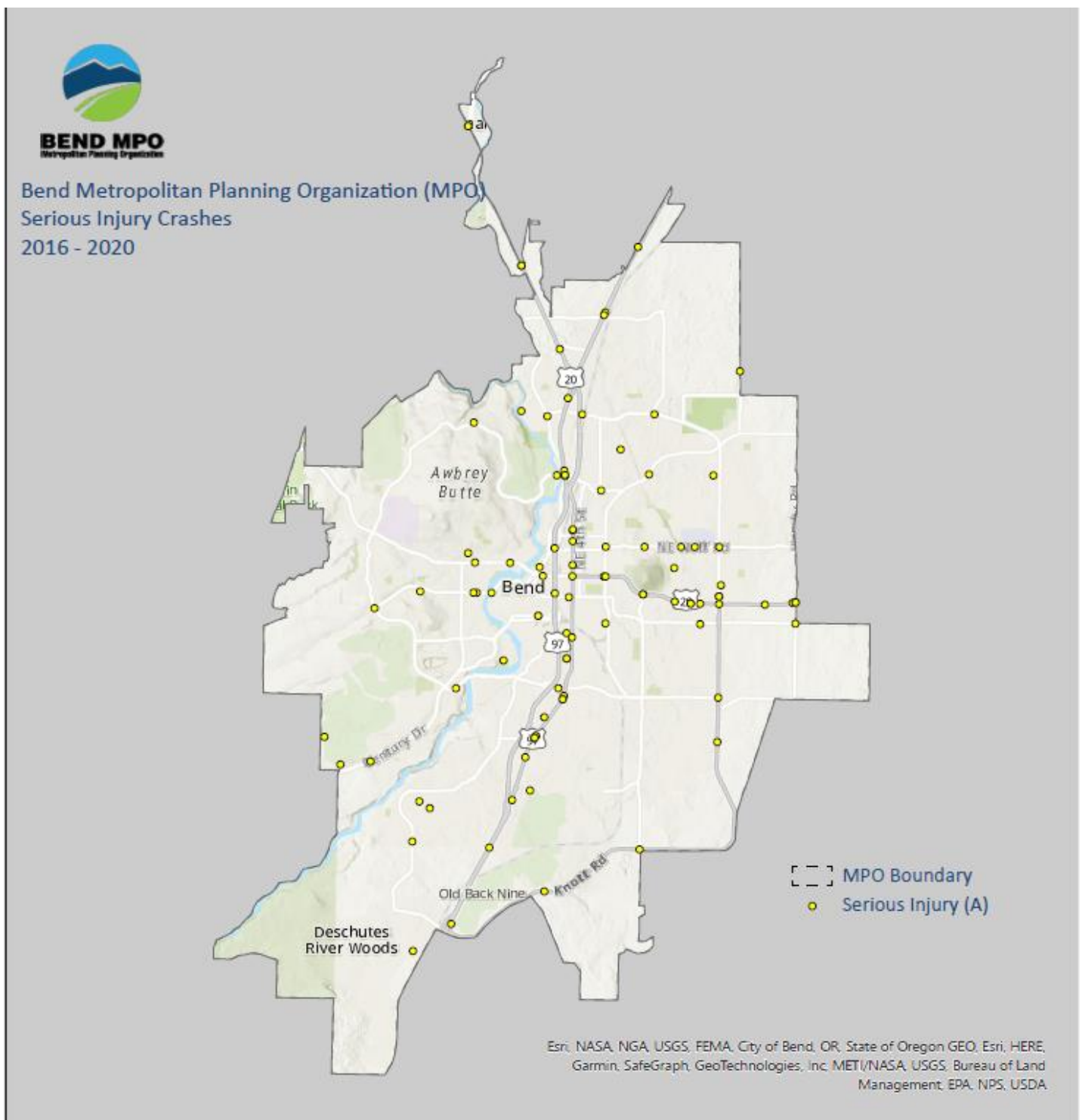
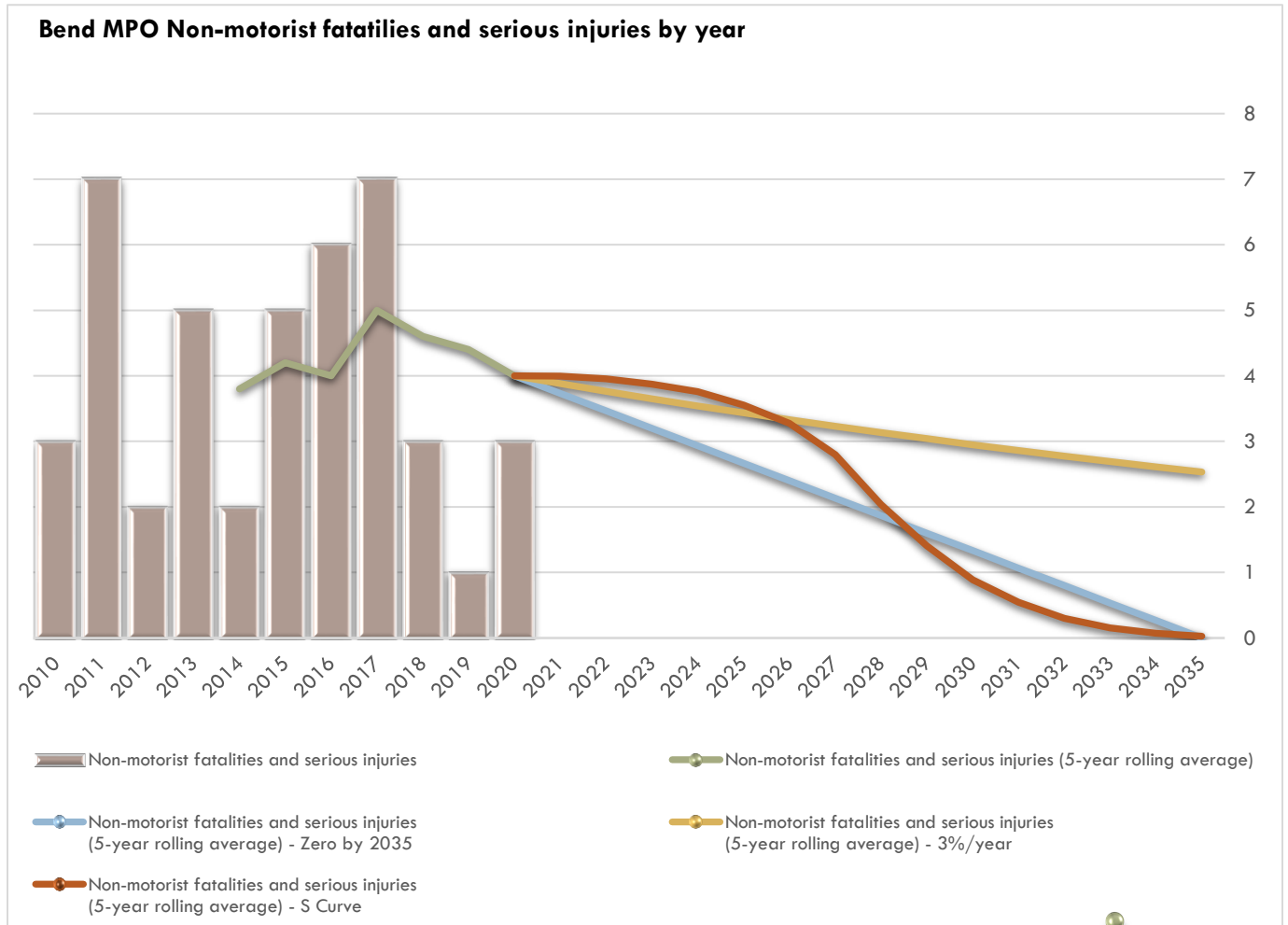


Figure 2 Bend MPO Serious Injury Map of Crash Locations 2016-2020

Performance Measures

Table 8 Bend MPO Non-motorist fatalities and serious injuries



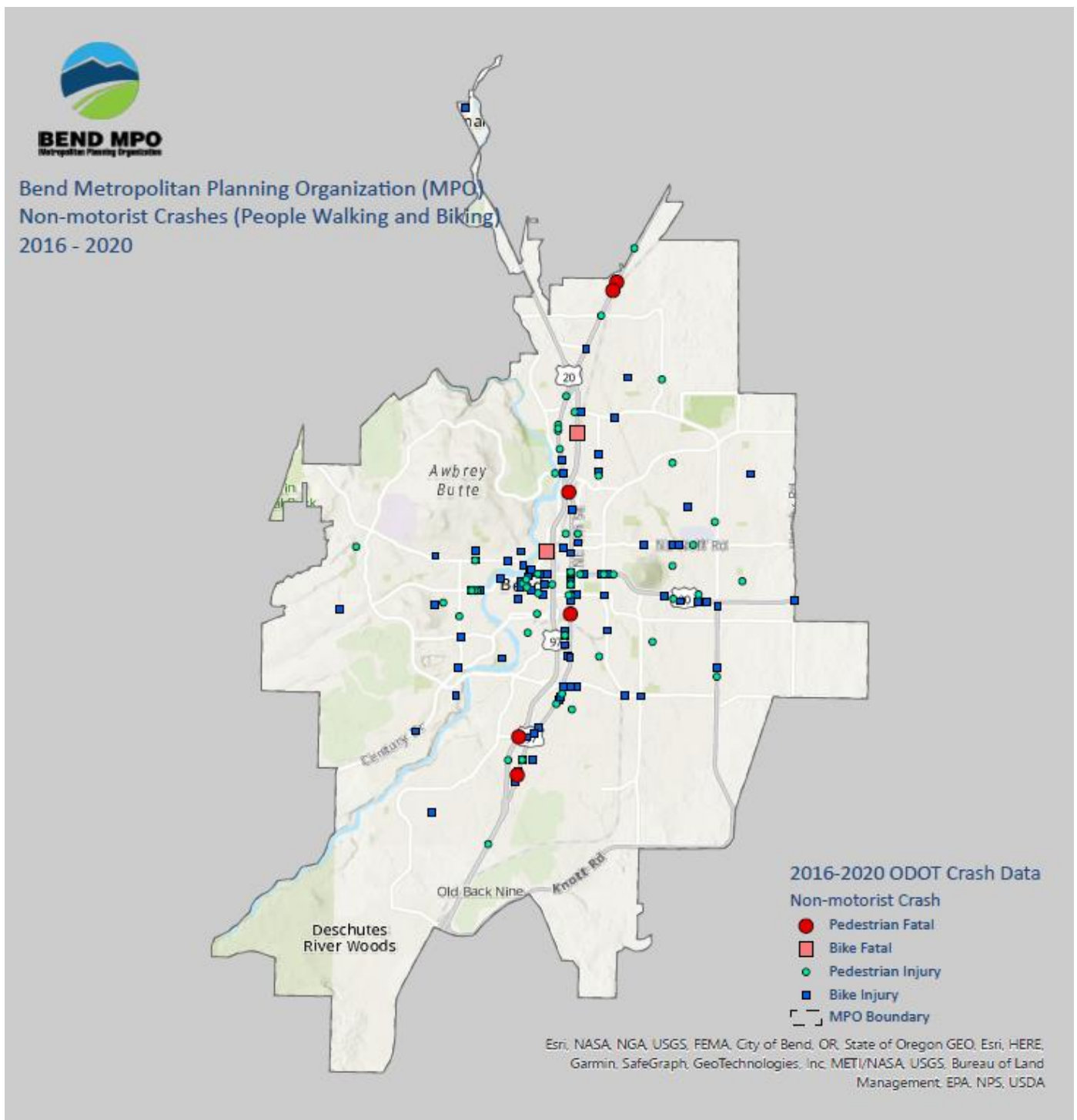


Figure 3 Bend MPO Non-motorist Crash Locations, all injury levels shown, 2016-2020

Performance Measures

EMPHASIS AREAS AND NEXT STEPS



Figure 4 Infomational message regarding 2020 Fatal crashes in Deschutes County. These four emphasis areas (Slow down, Drive sober, Buckle up, and Pay attention) were shared in the public campaign. In 2020, two-thirds of fatal crashes (20) were due to one or more of these behaviours; Speeding, Impairment; Seat belt usage and/of; Distracted driving.

Bend MPO will be working on these emphasis areas and action items to continue safety efforts as shown in the region's Transportation Safety Action Plans. In 2022-2023, Bend MPO will expand data efforts to include more data resources for Central Oregon such as Table 9 to show total Deschutes County crashes and fatalities by year. Table 10 to show Vehicle Miles of Travelled (VMT) in Deschutes County. VMT is the sum of distances traveled by all motor vehicles in a specified system of roadways for a given period of time. VMT is used for crash rates referenced in this report. Visit www.centraloregonsafetravel.org for details plans and actions regarding roadway safety.

Table 9 Deschutes County total crashes and fatalities by year

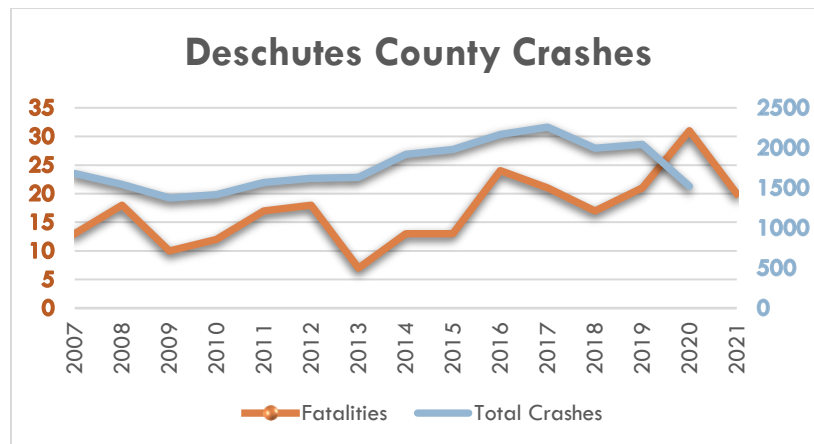
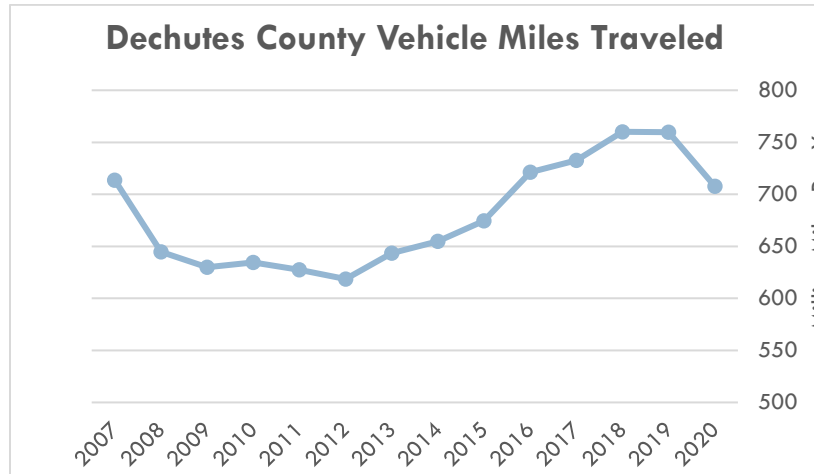


Table 9 includes Deschutes County crashes (blue line) and fatalities (brown line) by year. 2021 Fatality data is preliminary.

Table 9 Deschutes County Vehicle Miles Traveled by year [Source: ODOT]



MONITORING PROGRESS

Bend MPO will continually monitor progress on the performance of transportation programs and measures with annual reporting of the roadway safety performance measures as data becomes available. The latest crash data is typically 18-20 months behind the current date to verify and confirm crash data with ODOT Crash Analysis and Reporting Unit. More on ODOT crash data can be found at: www.oregon.gov/odot/data/pages/crash.aspx

ⁱ <https://www.oregon.gov/ODOT/Safety/Pages/TSAP.aspx>