
AGENDA
Bend Metropolitan Planning Organization
Technical Advisory Committee Meeting

Date: April 6, 2022
Time: 10:00 – 11:30 am
Location: Virtual meeting. Participation information is provided below:

This will be an on-line meeting. To attend using your computer or tablet, please register for this meeting using the following link:

https://bendoregon.gov.zoom.us/webinar/register/WN_NBi7YpL2TXGjmXQyKYkWtg

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

YouTube Stream Option: <https://youtu.be/Biw2seNip2A>

Phone Option: 1-888-788-0099, Webinar ID: 8819 6791 7518 , Passcode: bmpo

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

To receive email notification for MPO meetings, sign up [here](#) and choose *Bend MPO Technical Advisory Committee* under Events.

<https://www.bendoregon.gov/services/advanced-components/subscribe-to-eneews>

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

1. **Call Order & Introductions** Tyler Deke
2. **Virtual Meeting Guidelines** Jovi Anderson

Action Item

3. **Review and approve March 2, 2022 (Attachment A) draft meeting summary** Tyler Deke

Recommended Language for Motion: I move approval of the March 2, 2022 meeting summary as presented.

Informational Items

4. Climate-Friendly and Equitable Communities Rulemaking DLCD staff

Background: On March 10, 2020, Governor Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (commission) is working to significantly strengthen Oregon's administrative rules about transportation and housing planning in the state's eight urban areas with populations over 50,000 people. DLCD staff will provide an overview of the draft rules and discuss local impacts.

Attachments: Climate Friendly & Equitable Communities Overview (**Attachment B**). Information about the rule-making process is also available on the following site: <https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>

Action Requested: None. Information update

5. Distribution of Surface Transportation Block Grant (STBG) Funds...Andrea Napoli

Background: In April 2020, the Policy Board adopted the FY 2021-24 MTIP, which established percentages for how estimated annual allocations of the MPOs STBG funds would be distributed for FY 2021-2024 funds, as shown below:

- 60% to City of Bend Streets for maintenance/preservation
- 15% to a competitive project application process
- 25% to MPO required planning

The Policy Board will be revisiting the distribution for the additional FY 2022-2024 STBG funds expected, and for the annual allocation estimates for FY 2025-2027 STBG funds.

Attachments: Memo (**Attachment C**)

Action Requested: None. Discussion Item.

6. Member Roundtable

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

7. Public Comment..... Tyler Deke

8. Next TAC meeting

The next meeting of the Bend MPO TAC is scheduled for May 4, 2022 at 10 a.m.

The Bend MPO Budget Committee meeting is scheduled for April 7, 2022 at 12 p.m.

View the materials at www.bendoregon.gov/mpobudget

9. 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
March 2, 2022

YouTube video link: <https://youtu.be/pHpg7aYFmHQ>

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 10:03 a.m., Wednesday, March 2, 2022, with a quorum present (8 of 12 members). TAC member Liza Hamada arrived about 10:10 a.m., increasing the quorum (9 of 12 members). TAC member Andrea Breault arrived at 10:15 a.m., replacing Ms. Zakem as the CET representative. Both Ms. Hamada and Ms. Breault arrived after approval of the February 2, 2022, minutes. Attending during the meeting were:

TAC Voting Members

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

Ex Officio TAC Members

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

BMPO Staff

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

Visitors

- Cameron Prow, *TYPE-Write II* (minutes consultant)
- Dorinne Tye
- Neil Baunsgard, *The Environmental Center*
- Theresa Conley, *ODOT Public Transportation Division*

(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 February 2, 2022, Draft Meeting Summary**

Data: February 2, 2022 (Agenda Attachment A)

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

4. Reallocation of Returned STBG Awards

Data: Memo re: Reallocation of Returned STBG Awards (Agenda Attachment B)

Ms. Napoli explained the MPO needed to reallocate \$319,468 of STBG (Surface Transportation Block Grant) funds from federal fiscal year (FFY)2021 and FFY2022. The Policy Board recently finalized policy language about use and reallocation of renounced STBG funding awards. One request for \$319,468 was received from the Bend Streets Department. MPO staff recommended that \$26,282 of other unspent Fiscal Year 2021 STBG dollars be included in the TAC's recommendation to the Policy Board.

NW Riverfront Street Synergy Project: Mr. Stroud, with help from Ms. Lewis, outlined the application for a complete street capital improvement project: Riverfront Street/Deschutes River Trail: Galveston Avenue to Miller's Landing. His summary included the background, need, goal, design, and funding. This project will be led by the City and supported by Bend Park and Recreation District. The improvements will include connecting four pedestrian crossings of the Deschutes River between Miller's Landing Park and Drake Park. Street pavement conditions are nearing failure and are beyond cost-effective preservation treatments. The project area is the last unfunded major gap in the developed Deschutes River Trail, extending from Riley Ranch (north) to Sunset Hill (south).

TAC concerns included trail width, snow removal on trails, deteriorated condition of sidewalk is unsafe for running, feedback from neighborhood association representatives during a walking tour with Mr. Stroud and Ms. Lewis, and stormwater sewer installation.

Mr. Stroud stated his status as project manager for the NW Riverfront Street Synergy Project constituted a conflict of interest, so he would abstain from voting on Motion 2.

Motion 2 (8/0/1): Mr. Bryant moved to recommend approval to the Policy Board for \$345,750 in available STBG funds to be used for the City of Bend Street Preservation Program Riverfront Street/Deschutes River Trail complete street capital improvement project. Mr. Thomson seconded the motion which passed with Ms. Breault, Mr. Bryant, Ms. Hamada, Ms. Lewis, Mr. Potwin, Mr. Russell, Mr. Thomson, and Mr. Williams voting in favor, none opposed, and Mr. Stroud abstaining.

INFORMATIONAL ITEMS**5. Safe Routes to Schools Program Update**

Data: Information about Commute Options' programs available on 2 websites:

<https://www.commuteoptions.org/safe-routes-to-school/> and

<https://www.commuteoptions.org/walking-school-bus/>

Mr. Potwin discussed the history of Commute Options' outreach and education programs prior to and during the COVID-19 pandemic (3 counties, 4 school districts, 35 schools) and grant opportunities. His summary included current challenges, long-term goals, future of Safe Routes to Schools (SRTS), plus local and statewide needs.

Ms. Lewis outlined the City's history of SRTS planning, construction, and future grant opportunities. A consultant is on board to create a pedestrian master plan which will include public review, priority development, and identifying a funding program. Her summary also covered SRTS agency coordination and SRTS infrastructure needs (missing sidewalks and crosswalks).

TAC discussion covered locations for Safe Routes to Schools (not on major collectors).

Ms. Anderson stated she would post the SRTS presentations on the TAC website.

6. Deschutes County Update

Mr. Russell provided a general overview and update on the county's planning efforts:

- Deschutes County Comprehensive Plan 2040: Review of consultant proposals just finished. Online open houses will be held within the next 2 months. Plan is expected to be complete within 18-24 months.
- Deschutes County Transportation System Plan (TSP): Consultant: Kittelson & Associates. About 40% done.
- Tumalo Community Plan, Bike/Pedestrian/Transit section: Consultant: Kittelson & Associates. Finalizing schedule. Online open houses coming.
- Tumalo Community Plan 2020-2040 (not including bike/ped/transit): Update needed due to major changes since 2010. Online open houses coming.
- Tumalo Sewer Feasibility Study: Consultant: selection process underway.
- A land-use application has been made to extend a privately owned sewer system south of US20 to properties north of US20 (File No. 247-21-001067-PS). A public hearing was held recently.
- Sisters Country Vision Action Plan (Livability section) and Sisters Country Rural Trails: Finalizing schedule.
- Deschutes County Planning Commission: stakeholders meetings (4 for Tumalo Community Plan and 2 for Sisters Country Rural Trails).

TAC concerns included the current Tumalo population and expected increase, potential for City staff to meet one-on-one with County staff about interface zones (transportation aspect), east side connectivity near the Stevens Road tract, and need to establish a formal mechanism for urban reserve planning.

Mr. Deke noted that, due to other workload concerns, urban reserve planning by the City was unlikely for the next two to three years.

7. Member Roundtable

TAC members provided updates on current projects and planning efforts:

- Bend-La Pine School District: No report.
- Bend MPO: Ms. Napoli outlined the status of the mobility hubs study. Next mobility hubs technical advisory committee meeting: March 16, 2022, 2:30 p.m.
- Bend Park & Recreation District: Mr. Stroud reported the North Unit Irrigation

District “green-lighted” BPRD to design Phase 1 of the North Unit Canal Trail. Another project is a trail crossing plan for Brinson Boulevard.

- Cascades East Transit: Ms. Breault reported the union and CET agreed on driver wages on March 1, 2022. Hopefully, this agreement will increase the number of drivers, helping CET get out of reduced service and back to core services.
- Central Oregon Community College: No report.
- City of Bend: Mr. Thomson requested a status update on the Brosterhous undercrossing project. Ms. Lewis replied the northbound lane was closed for sewer installation. This lane is being used as a temporary pedestrian route to the school until the railroad portion can be built this spring. Traffic flow in the northbound lane should resume in May/June 2022. The feasibility study for a railroad undercrossing near Robal Road for the Fred Meyers Road neighborhood is done. *Next step*: working with Burlington Northern to get their approval of two options that are technically feasible. Seeking funding additions to the North Corridor project. In June/July 2022, she will be working with University of Oregon students on a class tour of transportation and infrastructure in the Netherlands. She and the students will bike from town to town (8 cities in 4 weeks) to look at walk/bike/transit operations. She will share her blog.
- Commute Options: No report.
- Deschutes County: [See](#) Agenda Item 6 above.
- Deschutes County BPAC: No report.
- Oregon Department of Land Conservation and Development: Ms. Brewer thanked Ms. Napoli for sharing what the TAC’s been working on. She is still getting up to speed on about 85 land-use projects in 10 counties. Please e-mail her (angie.brewer@DLCD.oregon.gov) with any concerns. DLCD’s Climate Friendly and Equitable Communities staff will provide an update in April 2022.
- Oregon Department of Transportation: Mr. Williams stated many upcoming planning efforts have been on hold due to a procurement backlog. He’s hoping consultants will be selected within the next two weeks. The US20 refinement plan and the Reed Market study are top priorities. Other priorities include updating the Prineville TSP and a safety study on US97 between High Bridge and Madras.
- OSU-Cascades: No report.
- Citizen: No report.
- Citizen: No report.

8. Public Comment

None.

9. Next TAC Meeting

- April 6, 2022, 10 a.m. (1st Wednesday)

10. Adjourn

There being no further business, Mr. Deke adjourned the meeting at 11:35 a.m.



Climate-Friendly and Equitable Communities

Why this Rulemaking

In 2007, Oregon legislators adopted a goal to reduce Oregon's climate pollution by 80% by 2050. That's what the science calls for, if we're going to avoid catastrophic impacts to our environment, communities, and economy.

Fifteen years later, we're far off track in our efforts to meet those goals – and we're already experiencing real-world impacts of climate disruption, with increasing wildfires, in size, severity, and timing, and record heat waves that have cost Oregonians their homes, and their lives.

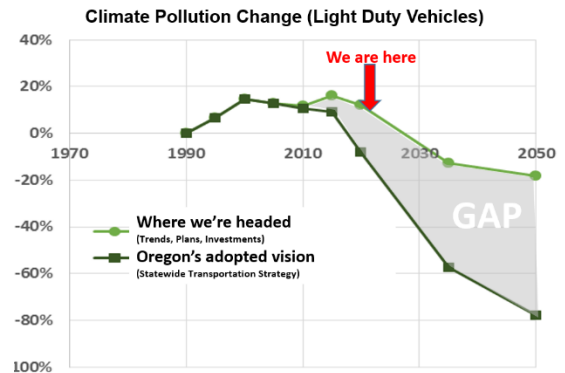
We're particularly off-track in reducing pollution from transportation, responsible for about 38% of Oregon's climate pollution. On our current path, Oregon will only reduce transportation pollution by about 20% by 2050. That means we're polluting far more than we hoped, meaning more extreme weather events, more wildfires, more ocean acidification, and more record heat waves. In response, Governor Kate Brown directed state agencies to promote cleaner vehicles, cleaner fuels, and less driving.

Meanwhile, the State of Oregon is grappling with a troubling history and current patterns of inequity and discrimination, including in our land use, zoning, and transportation investment (and disinvestment) decisions. Wealth and health have been concentrated in the privileged, at the expense of others. This rulemaking aims to take some steps in redressing past harms.

Rulemaking Overview and Desired Outcomes

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities rulemaking in response to Governor Brown's order. It directed the Department of Land Conservation and Development (DLCD), Oregon's land use planning agency, to draft changes in Oregon's planning system for communities in Oregon's eight most populated areas (see map at right).

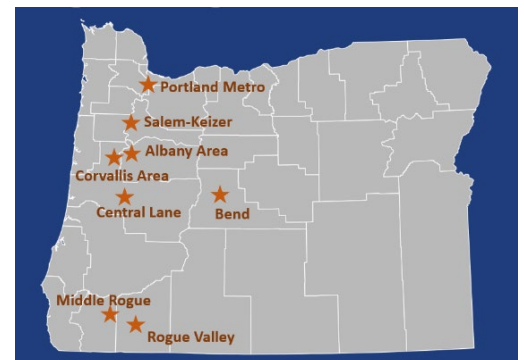
The rules require those communities to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don't have to drive long distances just to meet their daily needs. The rules also aim to improve equity, and help community transportation, housing, and



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.



Thousands of Oregonians have lost their homes in recent wildfires. Missing our climate goals will mean more extreme and more frequent weather events such as heat bombs, droughts, and wildfires.



The rules apply in Oregon's eight metropolitan areas shown above.

planning serve all Oregonians, particularly those traditionally underserved and discriminated against.

What does that mean on the ground? It means having some areas where rules don't get in the way of more walkable neighborhoods. The draft rules ask cities to designate climate-friendly areas, and to allow people to build taller buildings providing more housing. The rules don't *require* taller buildings, but make sure those buildings are *allowed*. In climate-friendly areas, a minimum density standard would help ensure transit can serve the neighborhood.

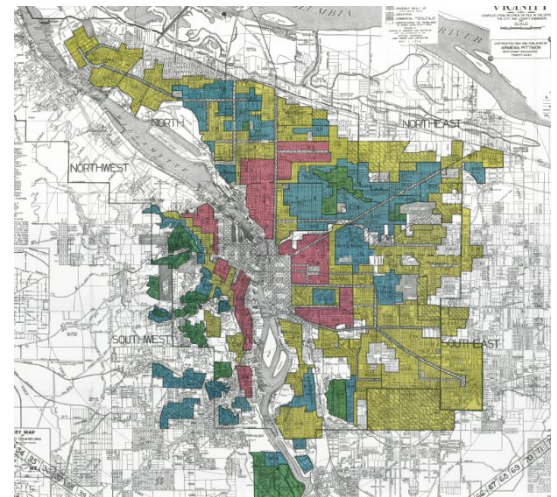
Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed so our climate goals could be met.

The rulemaking is mainly about letting climate-friendly development happen where people want to build it and the market calls for it. There's a lot of demand for housing where people can walk to where they want to go. While single-family homes will continue to be allowed and provide most housing, Oregonians have a diverse set of housing desires and deserve more affordable and climate-friendly choices. Those could better meet the changing shape of American households, as nearly a third of homes hold just one person. But again, people can choose what best meets their needs.

Equitable Mapping, Engagement and Decision-Making

One central outcome of this rulemaking is an increased emphasis on equity. The rulemaking has worked to integrate equity, starting with the rulemaking charge and title. Equity was key as DLCDC attempted to have the composition of the advisory committee reflect the diversity of Oregon's communities, and equity was one of the first tasks tackled by the group.

The rulemaking advisory committee spent significant time at many of its meetings discussing equity, and developed an [Equitable Outcomes Statement](#) to guide the rulemaking drafting and implementation. The rulemaking conducted a racial equity analysis of the rules and an analysis on how the rules could be improved to serve people with disabilities. The committee subsequently reviewed a table listing how each item in the Equitable Outcomes Statement was or was not brought forth into the draft rules, and what next steps might be.



1938 Redlining map of Portland. Redlining allowed white people to build wealth through homeownership.

The proposed rules define traditionally underserved populations to include Black and African American people, Indigenous people, People of Color, people with limited English proficiency, people with disabilities, low-income Oregonians, youth and seniors, and more. They require mapping of traditionally underserved populations, local consideration of a set of anti-displacement actions should decisions contribute toward displacement, centering the voices of underserved populations in decision-making, and regular reporting on efforts to engage traditionally underserved populations.

Climate-Friendly Areas

A climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Why are climate-friendly areas important? A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent upon the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. Climate friendly areas will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The proposed rules will require cities, and some urbanized county areas, with a population over 5,000 within the seven metropolitan areas outside of Portland Metro to adopt regulations allowing walkable mixed-use development in defined areas within urban growth boundaries. The proposed rules for the Portland Metro area support implementation of the region's 2040 Growth Concept. Areas will be sized to accommodate a portion of the community's housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities.

Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options. The rules provide a process for local governments to first identify potential climate friendly areas, then later to adopt development standards for the areas best-suited for this purpose. The rules provide some minimum requirements for climate friendly areas, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards. Cities of more than 10,000 will monitor housing production within these areas over time and develop strategies to facilitate desired development.

Reforming Costly Parking Mandates

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly



Oregon already has some climate-friendly areas, pleasant places to meet one's needs without needing to drive.



Parking uses a huge amount of high-value land. Off-street parking in downtown Corvallis in red.

from development to development, and about one-sixth of Oregon renter households own zero vehicles. Planning practices of the past have imposed a one-size-fits-all requirement everywhere, creating incentives to own more cars and drive more.

The proposed rules encourage the diversity of parking needs to be met by the diversity of development. The rules would reduce or remove costly parking mandates for desired types of development, such as smaller housing types, small businesses, childcare facilities, multi-family housing, and historic buildings. The rules would completely remove parking mandates within one-half mile of frequent transit, where parking demand is lower per unit.

The rules give communities options to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require more populous cities to do more management of on-street parking, through studying parking usage and using permits or meters to manage location or time-specific demand.

Getting Ready for Oregon's Electric Vehicle Future

Making our vehicles cleaner is a key part in meeting Oregon's climate goals. Oregon has a vision where 90% of new vehicles will be electric by 2035. To meet that goal, we need to ensure people can charge their vehicles. The most convenient place to do so is at home, but many Oregonians live in older multi-family homes that would be very expensive to retrofit.

Thus, the rules propose new housing and mixed-use development would include electrical conduit (pipes) to 50% of spots, ready for adding wiring and charging stations to support electric vehicles as the market expands. Those providing faster chargers could provide conduit to fewer spaces.



Building a complete network of EV charging stations at commercial and multi-family housing locations could cut up to 11.9% of climate pollution

Planning for a Future of Transportation Options

DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.

Local governments in Oregon have been required to make coordinated land use and transportation plans for decades. The updated rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

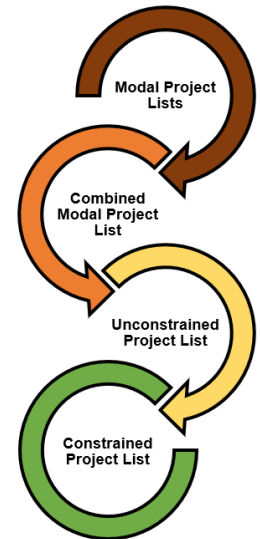


Transportation options are critical for everyone, but particularly the one-in-three Oregonians who cannot drive.

Planning to Meet Our Climate Goals

DLCD’s regional greenhouse gas reduction program allows areas to work together to consider statewide, regional, and local needs and issues. The flexible regional planning process allows communities to study economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or households. The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of potential policies as they review and update the area’s long-range plans and make investment decisions.

The rules would expand requirements for regional plans to meet the state’s climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state’s climate pollution reduction targets and amend their local plans towards meeting the target.



Community Engagement

We’ve heard from lots of Oregonians over the past eighteen months. We’ve heard from a 40-person advisory committee including representatives from all of Oregon’s impacted eight urban areas, several people who are home builders, realtors, representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community-serving organizations.

To supplement those deliberations, staff held two separate series of virtual community conversations in 2021 – five in the spring, and four in the fall. Staff have hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups.



Some members of the rulemaking advisory committee

Upcoming conversations include events focused on what will be needed at the community level to support implementation and ongoing engagement strategies.

We’ve heard from hundreds of Oregonians who have attended one or more of the scores of meetings, community conversations, work groups, or practitioner meetings, and from hundreds of people who’ve submitted comments ([summary here](#)). Our rules are better for it, having continued to evolve and improve.

We’ll continue to hear from Oregonians through May, when we hope to adopt the rules. We invite your feedback and comments.

But the engagement won’t end there – the rules require local governments to engage their communities as they make key decisions on how the rules apply locally. If you’re interested in these issues, we encourage you to stay engaged beyond May.

Implementing the Rules: Resources and Timelines

If the Land Conservation and Development Commission adopts the rules, local governments will be asked to implement them. Many of the rules take effect when a community next does a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules do not set a specific deadline for most TSP updates. The rules have Salem-Keizer and Eugene-Springfield areas on a schedule to do regional scenario plans and update their TSPs by the end of 2027.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by June 30, 2023, and adopt Areas by June 30, 2024. Parking reform is scheduled to happen in two phases - the first by the end of 2022, and the second by March 31, 2023. Communities may ask for some flexibility around most of these dates.

DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation and the Oregon Housing and Community Services Department. The Oregon Legislature provided \$768,000 to assist with implementation.

Learn More

Information on how to submit comments, get rulemaking updates via email, and or review many additional materials including the draft rules language can be found at www.oregon.gov/lcd/LAR/Pages/CFEC.aspx

Contact Information

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Kevin Young, Senior Urban Planner
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503-602-0238

March 2022



MEMO

TO: BEND MPO TECHNICAL ADVISORY COMMITTEE (TAC)

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: MARCH 31, 2022

RE: DISTRIBUTION OF SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS

Request

Discussion item to gather TAC feedback; no formal recommendation. Review history and possible funding scenarios for the Bend MPO's annual federal funding source, the Surface Transportation Block Grant (STBG) Program.

Topic

The Policy Board will be revisiting the distribution of STBG funds for the 'additional' FY 2022-2024 dollars (*resultant of updated ODOT estimates*) and for estimated annual allocations for FY 2025-2027 STBG funds (*associated with the development of the Bend MPO's next Metropolitan Transportation Improvement Program (MTIP)*).

Background

In April 2020, the Policy Board adopted the FY 2021-24 MTIP, which established percentages for how **estimated** annual allocations of the MPOs STBG funds would be distributed for FY 2021-2024 funds, as shown in the bullets and Table 1, below.

- 60% to City of Bend Streets for maintenance/preservation
- 15% to a competitive project application process
- 25% to MPO required planning

Table 1: Previously Approved FY 2021-2024 STBG Distribution Percentages

Annual STBG Estimated Allocation to BMPO: \$1,205,000 (for Fiscal Years 2021-2024)			
Project Name	Percent of annual funding	Annual Amount - <i>Estimated</i>	Entity
Maintenance (Preservation & ITS)	60%	723,000	City of Bend
Competitive Project Application Process	15%	180,750	Varies
Bend MPO Required Planning	25%	301,250	Bend MPO
TOTAL:	100%	\$1,205,000	

The **actual** FY 2021 STBG amount allocated to Bend MPO was \$127,600 higher than estimated. The Policy Board awarded these additional funds at their March 2021 meeting to

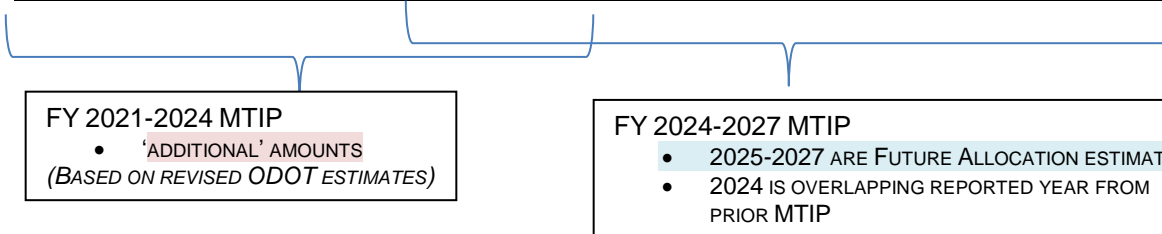
projects not fully funded from the past competitive project application process conducted in 2020.

For the development of the next MTIP (for FY 2025-2027 STBG funds) and ahead of the next competitive project application cycle (beginning Fall 2022), the Policy Board will be presented with funding scenarios, asking how they would like to distribute both the:

- estimated “additional” funds applicable to fiscal years 2022-2024; *AND*
- the estimated annual STBG allocations for fiscal years 2025-2027.

Table 2: BMPO Estimated ‘Additional’ STBG Funds (FY 2022-2024) and Estimated Future Allocations (FY 2025-2027)

2022	2023	2024	2025	2026	2027
+\$332,700	+\$359,000	+\$385,800	\$1,618,200	\$1,646,100	\$1,674,500



Scenario examples for Policy Board:

1. Apply the same percentage splits as shown in Table 1 (60% to City, 15% to application process / 25% to MPO planning) to all funding years/amounts shown in Table 2.
2. Roll 2022 - 2024 “additional” funds into 2022 competitive project application process, and:
 - a. apply previously approved splits shown in Table 1 to 2025-2027 estimated allocations;

OR

 - b. Freeze previously approved annual amount to City of Bend Streets at \$723k thru FY 2027, with remaining amounts going to MPO planning and the upcoming competitive application process. (Determination on amount needed for MPO planning currently in process.)

Staff is encouraging discussion on the topic to gather TAC feedback.

FYI... Anticipated STBG Funding Schedule, 2022

April / May 2022 Policy Board Meetings:

- Determine how additional FY 2022-2024 funds and future FY 2025-2027 estimates for next MTIP will be distributed (e.g.: Revisit prior 2020 Policy Board decision to split STBG funds 60% to City of Bend Streets Department and 15% to competitive application process.)

June / July 2022 TAC & Policy Board Meetings:

- Review STBG competitive application process for potential changes to criteria and process for next competitive application process (Fall 2022).

September 2022: STBG project application submittal to open.