
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: October 20, 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/j/83217532052?pwd=aHZlWVlVNVVo2emRTMEw2R3ExS1Vudz09>
Webinar ID: 832 1753 2052; Passcode: bmpo

Phone Option: 1-888-788-0099, Enter webinar ID: 832 1753 2052 and Event Passcode: bmpo (*The ID and password are not typically required*)

YouTube Option: <https://youtube.com/live/Q5fBlizEHBg?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 September 15, 2023, Policy Board draft meeting minutes (**Attachment A**).
Recommended Language for Motion: I move approval of the September 15, 2023, Policy Board draft meeting minutes as presented.

Information Items

5. Metropolitan Transportation Plan (MTP) update status & public outreach summary Andrea Napoli

Background: The MPO is currently working on the required 5-year update to the MTP. Staff will provide an overview of tasks completed and in process since the update began in early September, including a summary of recent public outreach efforts and the results.

Attachments: None.

Action Requested: None. Information item.

6. TSAP Grant Application 2023-24 Tyler Deke

Background: Transportation Safety Action Plans for Bend and Deschutes County were completed in 2018. The plans identify infrastructure and non-infrastructure issues and needs. MPO received grant funding to focus on non-infrastructure education and outreach throughout Central Oregon (working with COACT subcommittee). Staff will review the FY2022-23 grant outcomes and the upcoming FY2023-24 grant.

Attachments: None. Information about the regional safety committee is available on the following link: <https://www.coic.org/cost/>

Action Requested: None. Information item.

7. Oregon Travel Study overview 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 B**). Additional information is available on the following website: <https://oregontravelstudy.com/about/>

Action Requested: None. Information item.

8. Other Business Chair Campbell & Staff

- Policy Board member meeting topic requests
- The next scheduled meeting of the Policy Board is November 17th at 12 noon

9. Public Comment Chair Campbell

10. 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 Kelli Kennedy no later than 24 hours in advance of the meeting at (541) 693-2122 or kkennedy@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.



BMPO Bend Metropolitan
Planning Organization

Policy Board

Draft Minutes

September 15, 2023

ODOT Region 4, 63055 North Highway 97,
Building M – Baney Conference Room, Bend, Oregon

Link to meeting:

<https://youtube.com/live/45KDtuy9y1w8?feature=share>

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

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

Policy Board Alternates: David Abbas, *City of Bend Transportation & Mobility Dept Director*

MPO Staff: Tyler Deke, *Manager*; Andrea Napoli, *Senior Planner*; Kelli Kennedy, *Program Coordinator*

Other Attendees: David Amiton, *ODOT Region 4 Planning and Programming Manager*; Emerald Shirley, *ODOT Region 4 Senior Transportation Project Manager*; Greg Bryant, *Deschutes River Woods*; Chris Maciejewski, *DKS Associates*; Sinclair Burr, *City of Bend, Senior Project Engineer*; Chris Doty, *Deschutes County Road Dept Director*; Tarik Rawlings, *Deschutes County Transportation Planner*; Ken Shonkwiler, *ODOT Region 4 Principal Planner*

Media: None

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

1. **Call to Order and Introductions**

Vice-Chair Chang called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:04 p.m., Friday, September 15, 2023, with a quorum of member jurisdictions present (4 of 5).

2. **Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

3. **Public Comment**

None.

ACTION ITEMS

4. **Meeting Minutes**

Materials: August 18, 2023, Policy Board draft meeting minutes (Attachment A).

Motion 1 (4/0/0): Mr. Mendez moved approval of the August 18, 2023, Policy Board draft meeting minutes as presented. Mr. Townsend seconded the motion which passed unanimously.

INFORMATIONAL ITEMS

5. **Metropolitan Transportation Plan Update – Chris Maciejewski**

Materials: Public summary document (Attachment B). Plan update information will be posted on the following site: <https://www.bendoregon.gov/mtp>

Mr. Maciejewski and Ms. Napoli presented the general overview and updates of the Metropolitan Transportation Plan (MTP). Staff started working with consultants last week for the MTP update. There would be a paradigm shift in planning, from the MPO having a top-down approach in the last 15 years to a bottom-up approach where planning work has been done at the City, County, ODOT, and CET, and the MTP update was feeding up to the MPO. Included in the project objectives were continuing the transparency to the community, extending the planning horizon to 2045, revisiting funding expectations, prioritizing projects, and meeting the Federal adoption deadline in September 2024. One of the first tasks would be to identify the needs of the MTP update by doing a document review and going through federal requirements to create a roadmap of where the team efforts should be focused. Outreach and engagement would be another key scope element that would consider two public open houses in scope and an online event to cast a broader network and involvement. There would also be an opportunity through ongoing agency projects to share the news about the ongoing MTP and encourage people to participate and get information through the website. To update the horizon year to 2045, the first part would include working with ODOT to create a new travel demand model scenario where the latest knowledge of all the land use planning work in the region would be brought in to ensure the latest and the best estimate of the future growth projections for the region. As the scenario evaluation takes place, MTP project lists that would include financially committed projects and aspirational project lists would be created to see how these inform the prioritization process. The financial planning would revisit the realities of the funding projections to the year 2045. In addition, the current MTP update would have sensitivity testing that would have an actual land use scenario in compliance with the Climate Friendly and Equitable Communities' (CFEC) new rulemaking. This would help determine the common project needs and aid project prioritization. Repackaging and modernizing the MTP would also be a key scope element, which would encompass rethinking the way the information was packaged, considering how it would be useful for all, and modernizing its overall format. In addition to the scope of work, the MPO team was looking to possibly update the Regional Safety Action Plan for Bend, as well as the Regional ITS Plan if a grant funding opportunity came through to help the region decide how to move forward. The team members and their roles in the project were reviewed, followed by a high-level schedule illustrating the timeline and key deliverables from September 2023 to September 2024. Staff would bring brief monthly updates on the major work done locally as well as some plan progress updates.

Mr. Maciejewski confirmed the 5-year update deadline is very tight and if not met, would impact Federal Highway Administration (FHA) funding for the STIP modification, ODOT projects, and potentially, CET operational services. However, he was confident about meeting the deadline given the strong, high-powered team working on the project. He explained the City's Transportation System Plan and the MTP have similarities and differences, but also overlap in terms of projects and funding considerations. The MTP Update requires documentation on realistic funding estimates for projects within the long-range revenue forecast; this will involve an extensive financial analysis of the lists of projects from the County, CET, ODOT, and City to identify a prioritized list of projects that could be funded, to avoid conflict, and to ensure coordination, synergy, and alignment on funding priorities to allow the agencies to partner together to deliver the identified projects.

6. US 97 at Reed Market Road Safety and Operations Study – Tyler Deke and David Amiton

Materials: Executive Summary (Attachment C) and public summary (Attachment D). Study information and materials are posted on following site:
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=00005>

Mr. Deke, Mr. Burr, and Mr. Amiton presented the project background, purpose, process and public involvement, preferred alternatives, and next steps. Planning efforts over the last 10 years have shown the area at US 97 and Reed Market Road had a lot of congestion issues, safety concerns, and bike-ped deficiencies. The plans had identified high-level improvements in the area resulting in the need to refine and align potential improvements with the available funding. The 12-month process of refining concepts, linking to funds, reviewing available funding, and prioritizing improvements wrapped up about a week ago. The joint team comprising of ODOT, the City MPO, and the project management team oversaw this effort. The Technical Advisory Committee (TAC) as well as Stakeholder Advisory Committee (SAC) were also given materials to review and provide input on. For the public involvement process, the SAC was comprised of various representatives from three neighborhood associations and others. Mailings were done to area businesses and residents providing them with information and directing them to the website to help follow the project. The project manager for ODOT visited quite a few of the businesses within the project area toward the end of the project. There would be more public involvement as individual projects move from the planning phase into design and construction.

- Six projects on different intersections were presented, highlighting the identified issues in those areas and the preferred alternatives to resolve them. The benefits expected from each project were also emphasized. While the projects are not funded, it was necessary to ensure that the planned improvements would be compatible with the final build-out of Reed Market. Three street crossings on key routes would be approved as part of this process which would make it much safer to walk a bike through the vicinity of the bigger vicinity of this project study area.
- Next steps include advancing some of these projects into engineering and into design and construction when funding becomes available. The first one would be the 3rd Street and Brosterhous Road which was scheduled to be completed before the end of 2023. The projects that could be moving into design as early as 2024 would be the Reed and Bond Project, Chamberlain Project, and the Reed and 3rd Street Project. There is no current funding committed for these projects but ODOT would be seeking funding for construction in future STIP cycles starting with the 2027 to 2030 funding cycle.

Discussion focused on concerns about continuing to widen roads to add capacity, which becomes ineffective, rather than using alternatives, like mobility hubs, transportation demand management, better non-vehicular multi-modal options and connectivity, and managing land uses to make the entire transportation system work better long term. The study underscored the importance of doing some of the programmatic options first. Mr. Maciejewski reminded the TSP was the City's guiding document which considered the entire system and how to balance priorities from corridor to corridor so entire system works.

Vice-Chair Chang left the meeting at this time.

7. City of Bend STBG Funding Update – David Abbas

Mr. Abbas presented the Bend STBG Funding Update via PowerPoint. Included in the presentation were the illustrated comparisons of the City of Bend among comparable mid-sized cities in terms of the total tax rates, population and assessed value growth, and the city square miles and city mileage. Currently, there was a little over \$650,000 in STBG funding per year in the adopted biennial budget for Street Preservation, which is arterial/collector focused, not local/residential streets that makes up the bulk of the system. Through the competitive project processes, the City received STBG funds for a list of projects moving forward, including the purchase of equipment to help with year-round maintenance which would go before City Council next month for approval using funding from the MPO and Street Preservation. In November 2022, the annual report showed the Pavement Condition Index (PCI) at 76, which was expected to continue. The goal was to work on an improving trend towards the target of 83 PCI. He reviewed the current conditions and illustrated the 525 lane miles maintained in the last 6 years and funded with MPO and STBG funds, along with several completed street preservation projects, which included pedestrian facilities, buffered bike lanes, new legends striping, green bike lanes, etc., and other street safety projects.

Staff addressed clarifying questions and confirmed both Pine Brook and OB Riley had the same curb-to-curb. Depending on resources, replacing a curb and adding a new sidewalk and off-street things would be a capital improvement project with utilities, surveys, utility movements and conflicts, etc. rather than being street preservation/maintenance.

Discussion included being consistent the FHA's guidance to use STBG funding for improving the safety culture, rather than maintenance. Mr. Abbas noted that a sustainable funding source was needed for maintenance. Future conversations would include transportation fees and other tools identified in the TSP. If the transportation fee moves forward at approximately \$15 million in revenues, the \$650,000 could go to other needs. If the fee is delayed, Street Preservation should focus on critical areas of the equity map or where maintenance work can be combined with other improvements, such as Safe Routes to Schools or along primary transit routes, rather than just looking at the PCI.

Mr. Doty mentioned House Bill 2101, which eliminated the STBG disbursement to local government in favor of State Highway Fund dollars that would be distributed to the local governments. Mr. Deke noted small MPOs met with ODOT Finance staff last week and discussed possibility of using federal funds for projects that have already been awarded BMPO funding; that federal funding would need to be maintained the federal flow for those projects, given the limitations on the use of State gas tax. The BMPO would meet ODOT again next month to talk about the reconciliation of past dollars, the amount of STBG funds that would be given in state dollars, and the future dollar amounts.

8. Other Business

- Safety outreach update: None. Chair Campbell would give an update at the next meeting.
- Policy Board member meeting topic requests: None.
- The next scheduled meeting of the Policy Board is October 20th at 12:00 pm noon.

9. Public Comment

None.

10. Adjournment

With no further business, Vice-Chair Chang adjourned the meeting at 1:33 p.m.



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