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**AGENDA**  
**Bend Metropolitan Planning Organization**  
**Policy Board**

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**Date:** November 17, 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/83999492015?pwd=dThlbUJiWnhnV3A4dIlzcWNWVXdadz09>  
Webinar ID: 839 9949 2015; Passcode: bmpo

**Phone Option:** 1-888-788-0099, Enter webinar ID: 839 9949 2015 and Event Passcode: bmpo (*The ID and password are not typically required*)

**YouTube Option:** [https://youtube.com/live/amHrNI\\_zy3s?feature=share](https://youtube.com/live/amHrNI_zy3s?feature=share)

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

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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 October 20, 2023, Policy Board draft meeting minutes (**Attachment A**).  
Recommended Language for Motion: I move approval of the October 20, 2023, Policy Board draft meeting minutes as presented.
5. 2023-2024 Budget Adjustment ..... Tyler Deke  
Background: The proposed supplemental budget adds funding to the BMPO FY24 Budget. The proposal will Increase beginning working capital and expenditure appropriations by \$320,000 for COVID relief funding that was

originally anticipated to be awarded in fiscal year 2023. The COVID relief funding was received in fiscal year 2022 and the total original funding amount (\$1,500,900) is now anticipated to be awarded in fiscal year 2024. The awards will be recorded in Expenditures as the funds are dispersed to external grant recipients. The supplemental budget will decrease Transfers and increase expenditure appropriations in Materials & Services for the COVID Relief Program by \$1,180,900 to align the budget with accounting procedures.

Attachments: Issue summary and Resolution 2023-05 to adopt the budget amendment (**Attachment B**). 2023-2025 Unified Planning Work Program (UPWP) Addendum (**Attachment C**). The Budget and UPWP are posted on the BMPO website: <http://www.bendoregon.gov/mpobudget>

Action Requested: Review and consider approval of the proposed budget amendment (via Resolution 2023-05)

Recommended Language for Motion: I move approval of the 2023-24 Supplemental Budget by way of Resolution 2023-05.

**6. 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Amendments ..... Tyler Deke**

Background: Several amendments are proposed to the 2024-2027 MTIP. The amendments reflect new funding, changes to an existing project, and the addition of several existing projects. Staff will review each project.

The amendments were noticed on the bendoregon.gov website and through email notification to the MPO email lists and news media. Any comments received will be discussed at the Board meeting.

Attachments: Public notice, which includes a summary of the proposed amendments (**Attachment D**).

Action Requested: Review and consider approval of the proposed amendments

Recommended Language for Motion: I move approval of the proposed amendments to the 2024-2027 MTIP as presented.

**7. Federal COVID Funding Update ..... Tyler Deke**

Background: The MPO was awarded COVID funding through the federal *Consolidated Appropriations Act, 2021*. Earlier this year, the Policy Board awarded funding to the City of Bend to purchase several items, including a small street/bike lane sweeper, a “toolcat” for snow removal in bike lanes and sidewalks, and a snowplow blade. The City has cost estimates for these items and is requesting minor modifications to the approved items list. Staff will review the projects and the proposed modifications.

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

Action Requested: Review and consider approval of the proposed project modifications

Recommended Language for Motion: I move approval of the proposed modifications to the City of Bend project list.

**Information Items**

**8. ODOT Operations and Maintenance Funding Issues ..... Bob Townsend, ODOT**

Background: ODOT has relied on gas tax revenue to maintain the transportation system, but that revenue is declining. People are buying hybrid and electric vehicles and gas-powered vehicles are getting more efficient. Meanwhile, the cost of building and maintaining the system is increasing significantly. In response to this structural funding issue, ODOT is reducing its expenses and services. Bob Townsend will discuss how these reductions will impact maintenance and operations in Central Oregon.

Attachments: ODOT Region 4 service reductions factsheet (**Attachment E**) and ODOT District 10 winter maintenance map (**Attachment F**).

Action Requested: None. Information item.

**9. Other Business ..... Chair Campbell & Staff**

- 2024 Policy Board meeting schedule
- Metropolitan Transportation Plan update
- Federal Safe Streets and Roads for All (SS4A) Grant
- ODOT Safety Grant
- Technical Advisory Committee & Budget Committee – resident openings
- Policy Board member meeting topic requests
- The next scheduled meeting of the Policy Board is December 15<sup>th</sup> at 12 noon

**10. Public Comment ..... Chair Campbell**

**11. 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](mailto:kkennedy@bendoregon.gov). Providing at least 2 days-notice prior to the event will help ensure availability.




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## Policy Board

### *Draft Minutes*

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**October 20, 2023**

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

Link to meeting:

<https://youtube.com/live/Q5fBljzEHBg?feature=share>

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

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

Policy Board Alternates: Ken Shonkwiler, *ODOT Region 4 Principal Planner*; Chris Doty, *Deschutes County Road Dept Director*

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

Visitors: Greg Bryant, *Deschutes River Woods*; John Heylin, *Bend resident*; Carl Shoemaker, *Bend resident*

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**

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:01 p.m., Friday, October 20, 2023, with a quorum of member jurisdictions present (3 of 3).

#### 2. **Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

#### 3. **Public Comment**

Mr. Heylin heard that the City of Bend is responsible for maintaining the condition of the center divide of the parkway and has not maintained it for 14 years. He suggested beautification work since it is the first thing people see when entering Bend and is currently mostly rock with hoses exposed. He added that with the Hawthorne Bridge going in it might be good timing to install plantings (e.g. trees, lavender). Additionally, he suggested consideration of existing infrastructure and outreach to private organizations that may be interested in funding beautification work.

### ACTION ITEMS

#### 4. **Meeting Minutes**

Materials: September 15, 2023, Policy Board draft meeting minutes (Attachment A).

**Motion 1** (3/0/0): Mr. Mendez moved approval of the September 15, 2023, Policy Board draft meeting minutes as presented. Mr. Doty seconded the motion which passed unanimously.

INFORMATIONAL ITEMS**5. Metropolitan Transportation Plan (MTP) Update status and 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.

Materials: None.

Action Requested: None. Information Item.

Ms. Napoli presented the Staff report on updates to the MTP via PowerPoint, noting the federal requirements, project timeline, update work completed to-date, and next steps. Her report focused on public outreach efforts, including details about public events, demographics of participants, and a summary of the overarching themes and priorities that came out of the public feedback.

Board members agreed this is a good start and expressed interest in seeing whether priorities change as more data is collected. Chair Campbell thanked the Staff for public outreach efforts, which have had good rates of participation.

**6. TSAP Grant Application 2024 – 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.

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

Action Requested: None. Information Item.

Mr. Deke and Mr. Doty presented background information about the Bend and Deschutes County Transportation Safety Action Plans (TSAP) via PowerPoint, along with details of the FY2023-24 TSAP Grant applications for funds to update both plans. Updates would help inform project priorities, safety planning, and public education. The presentation included an overview of the projects funded with FY2022-23 TSAP Grant funds. It was noted that while ODOT could provide funds for a few more years, the City and County will need to find a way to start funding projects locally.

Staff answered questions from Board members about the cost of public outreach efforts and the workload required of Staff to support the initiatives in the plans.

The Board and Staff provided ideas and discussed levels of effectiveness with various safety strategies, including advertising, speed reduction, and infrastructure. Grant funds have limited options for use related to materials and infrastructure. Crash data, including key contributing factors and outcomes, was briefly discussed. It was noted that collaborative, as opposed to stand-alone, safety efforts may be more effective.

## 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.

Mr. Deke provided the background and a detailed overview of the study via PowerPoint, noting how data from the study informed the City's transportation priorities. The presentation included details about changes to the study timeline, data collection and sampling methods, efforts to increase engagement and ensure broad representation, and the specific data being collected. He confirmed data will continue to be collected until there a diverse, representative sample is obtained, state-wide.

The Board and Staff discussed issues with the 2008-2011 study and improvements to the 2023-2024 study to improve data quality and participation. They discussed efforts to encourage participation, privacy concerns, and use of data to inform other discussions and decisions (e.g. housing, transportation fee) at the City level.

## 8. **Other Business- Chair Campbell and Staff**

- Policy Board member meeting topic requests: Chair Campbell announced two topics for the next meeting:
  - Closer review of the recent ODOT report on service levels.
  - Review of flashing speed signs in school zones, with David Abbas from the City's Transportation and Mobility department.
- The next scheduled meeting of the Policy Board is November 17, 2023, at 12:00 p.m.

## 9. **Public Comment**

Mr. Shoemaker stated that he is 68-years old and would have to walk multiple blocks and cross Franklin Avenue to access public transportation at the Hawthorne Street Station. These factors have deterred him from using public transportation.

Chair Campbell responded that the City works with Cascades East Transit (CET) to improve the bus system. Plans were underway to redesign the entire system so trips do not only go in and out of Hawthorne Station.

## 10. **Adjournment**

With no further business, Chair Campbell adjourned the meeting at 1:05 p.m.



# Bend Metropolitan Planning Organization Fiscal Year (FY) 2024 Supplemental Budget

November 2023

## Issue Summary:

This supplemental budget adds funds to the Bend Metropolitan Planning Organization (MPO) FY24 Budget. This supplemental budget procedure is determined by the Oregon Revised Statutes (ORS) 294.471.

Increase beginning working capital and expenditure appropriations by \$320,000 for COVID relief funding that was originally anticipated to be awarded in fiscal year 2023. The COVID relief funding was received in fiscal year 2022 and the total original funding amount (\$1,500,900) is now anticipated to be awarded in fiscal year 2024. Awards are recorded in expenditures as the funds are dispersed to external grant recipients.

Decrease Transfers and increase expenditure appropriations in Materials & Services for the COVID Relief Program by \$1,180,900 to align budget with accounting procedures.

## Budget Adjustment Summary:

| Resources                                | Amount            |
|--|-------------------|
| Beginning Working Capital                | \$ 320,000        |
| <b>Total Resources Increase</b>          | <b>\$ 320,000</b> |
| <b>Requirements</b>                      |                   |
| COVID Relief Program - FY23 Carryforward | \$ 320,000        |
| COVID Relief Program - Grant Awards      | \$ 1,180,900      |
| COVID Relief Program - Transfers         | \$ (1,180,900)    |
| <b>Total Requirements Increase</b>       | <b>\$ 320,000</b> |

## Action Requested:

### Item 1:

Review and consider approval of the following FY2023-24 Supplemental Budget by way of Resolution 2023-05. Link to review the full documents: [www.bendoregon.gov/mpobudget](http://www.bendoregon.gov/mpobudget)

## Comparison Budget Changes

### Approved MPO FY24 Budget Summary:

| Fiscal Year 2023-24 Budget Summary                     |                     |                                      |                     |
|--|---------------------|--------------------------------------|---------------------|
|  | Resources           |                                      | Requirements        |
| Beg. Working Capital/COVID Relief Funding <sup>1</sup> | 1,280,900           | <b>By Budget Category (Rounded):</b> |                     |
| FHWA PL <sup>2</sup>                                   |                     | MPO Program                          | \$ 935,400          |
| Federal Share  | 195,000             | Loan Repayment                       | 100,000             |
| FTA Section 5303                                       | 65,400              | Contingency                          | 100,000             |
| STBG - UPWP  | 208,400             | COVID Relief Program                 | 1,180,900           |
| STBG - Fund Exchange <sup>3</sup>                      | 300,000             |                                      |                     |
| ODOT Safety Funds                                      | 95,000              |                                      |                     |
|  |                     | <b>Total Budgeted Appropriations</b> | <b>\$ 2,316,300</b> |
| <b>Total Grant Funding</b>                             | <b>\$ 2,144,700</b> |                                      |                     |
|  |                     | <b>By Task:</b>                      |                     |
| FHWA PL <sup>2</sup>                                   |                     | <b>MPO Program</b>                   |                     |
| State Match  | 21,300              | Task 1: Dev. & Program Management    | \$ 477,800          |
| FTA Local Match <sup>4</sup>                           | 7,400               | Task 2: Short Range Planning         | 91,200              |
| STBG Local Match - UPWP <sup>4</sup>                   | 23,900              | Task 3: Long Range Planning          | 337,400             |
| ODOT Safety Local Match <sup>4</sup>                   | 19,000              | Task 4: Modeling and Data Collection | 229,000             |
| <b>Total Match Funding</b>                             | <b>\$ 71,600</b>    | <b>COVID Relief Program</b>          |                     |
|  |                     | Task 1: COVID Relief Funding         | 1,180,900           |
| City of Bend Loan                                      | 100,000             | <b>Total Program</b>                 | <b>\$ 2,316,300</b> |
| <b>Total Budgeted Resources</b>                        | <b>\$ 2,316,300</b> | <b>Total Budgeted Requirements</b>   | <b>\$ 2,316,300</b> |

### Proposed MPO FY24 Supplemental Budget Summary:

| Fiscal Year 2023-24 Budget Summary                     |                     |                                      |                     |
|--|---------------------|--------------------------------------|---------------------|
|  | Resources           |                                      | Requirements        |
| Beg. Working Capital/COVID Relief Funding <sup>1</sup> | 1,600,900           | <b>By Budget Category (Rounded):</b> |                     |
| FHWA PL <sup>2</sup>                                   |                     | MPO Program                          | \$ 935,400          |
| Federal Share  | 195,000             | Loan Repayment                       | 100,000             |
| FTA Section 5303                                       | 65,400              | Contingency                          | 100,000             |
| STBG - UPWP  | 208,400             | COVID Relief Program                 | 1,500,900           |
| STBG - Fund Exchange <sup>3</sup>                      | 300,000             |                                      |                     |
| ODOT Safety Funds                                      | 95,000              |                                      |                     |
|  |                     | <b>Total Budgeted Appropriations</b> | <b>\$ 2,636,300</b> |
| <b>Total Grant Funding</b>                             | <b>\$ 2,464,700</b> |                                      |                     |
|  |                     | <b>By Task:</b>                      |                     |
| FHWA PL <sup>2</sup>                                   |                     | <b>MPO Program</b>                   |                     |
| State Match  | 21,300              | Task 1: Dev. & Program Management    | \$ 477,800          |
| FTA Local Match <sup>4</sup>                           | 7,400               | Task 2: Short Range Planning         | 91,200              |
| STBG Local Match - UPWP <sup>4</sup>                   | 23,900              | Task 3: Long Range Planning          | 337,400             |
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| <b>Total Match Funding</b>                             | <b>\$ 71,600</b>    | <b>COVID Relief Program</b>          |                     |
|  |                     | Task 1: COVID Relief Funding         | 1,500,900           |
| City of Bend Loan                                      | 100,000             | <b>Total Program</b>                 | <b>\$ 2,636,300</b> |
| <b>Total Budgeted Resources</b>                        | <b>\$ 2,636,300</b> | <b>Total Budgeted Requirements</b>   | <b>\$ 2,636,300</b> |



**Resolution Number 2023-05**  
**Bend Metropolitan Planning Organization Policy Board**

A RESOLUTION AMENDING THE BUDGET FOR THE FISCAL YEAR 2023-2024

THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS FOLLOWS:

The Bend Metropolitan Planning Organization (MPO) adopted the 2023-2024 budget as approved by the Policy Board on June 16, 2023 pursuant to ORS 294.456, and;

The FY2023-24 Adopted Budget did not include the total \$1,500,900 for COVID relief funding awards. An amount of \$320,000 was anticipated to be dispersed in FY2022-23 and will now be awarded in FY2023-24. The funds have been added to the COVID Relief Program in Materials & Services. Awards are recorded in expenditures as the funds are dispersed to external grant recipients.

The Bend Metropolitan Planning Organization does hereby adopt the FY24 supplemental budget 2024-01 listed below:

| <b>Metropolitan Planning Organization (MPO) Fund</b> |                     |
|--|---------------------|
| MPO Program  | \$ 935,400          |
| COVID Relief Program                                 | 1,500,900           |
| <b>Total Program</b>                                 | <b>\$ 2,436,300</b> |
| Loan Repayment                                       | 100,000             |
| Contingency  | 100,000             |
| <b>Total Requirements</b>                            | <b>\$ 2,636,300</b> |

Adopted by the Bend Metropolitan Planning Organization the 17<sup>th</sup> of November 2023.

Yes: \_\_\_\_\_

No: \_\_\_\_\_

Authenticated by the Chair this 17<sup>th</sup> of November 2023.

\_\_\_\_\_  
Barb Campbell, MPO Chair

Attest:

\_\_\_\_\_  
Tyler Deke, MPO Manager

# **2023-2025 Unified Planning Work Program Addendum November 17, 2023**

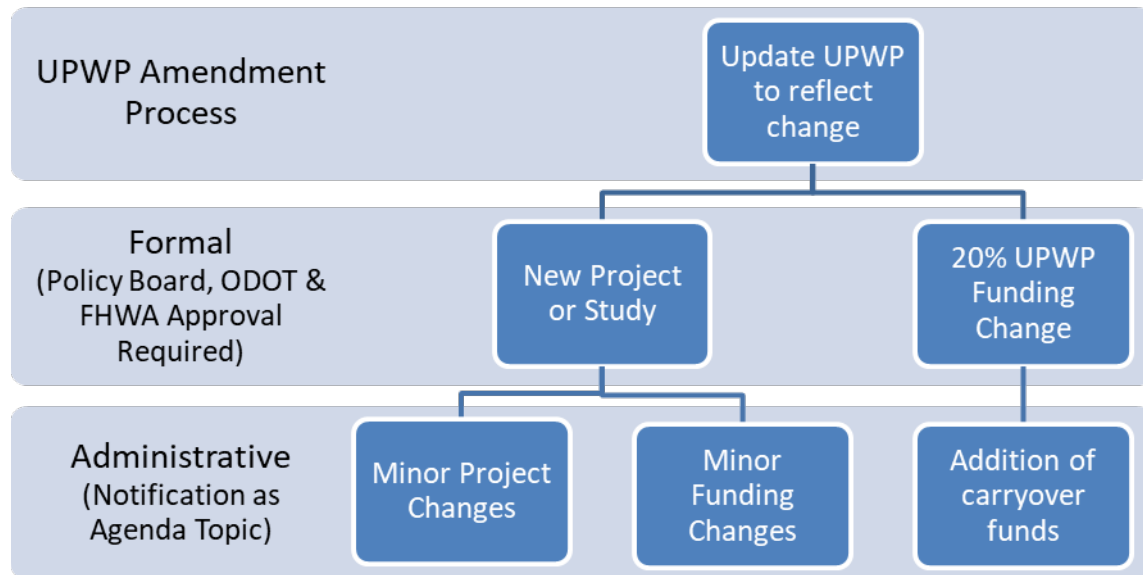


**BMPO** Bend Metropolitan  
Planning Organization

The preparation of this report has been financed in part by funds from the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, and the Oregon Department of Transportation. BMPO staff and members of the Policy Board and Technical Advisory Committee are solely responsible for the material contained herein. Please contact BMPO Staff at 541-693-2113 for assistance with this document.

**Addendum to the Adopted FY2023-2025 Bend MPO Unified planning work program (UPWP)**

The following addendum to the adopted Bend MPO 2023-2025 UPWP describes changes to funding that are anticipated to occur within FY 2024 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at [www.bendoregon.gov/mpobudget](http://www.bendoregon.gov/mpobudget)



This addendum serves as an Administrative change and will be noticed as an agenda topic at the November 17, 2023, Policy Board meeting.

The November 17, 2023, Bend MPO FY2024 supplemental budget adds funds to the Bend Metropolitan Planning Organization (MPO) FY24 Budget. This supplemental budget procedure is determined by the Oregon Revised Statutes (ORS) 294.471.

Increase beginning working capital and expenditure appropriations by \$320,000 for COVID relief funding that was originally anticipated to be awarded in fiscal year 2023. The COVID relief funding was received in fiscal year 2022 and the total original funding amount (\$1,500,900) is now anticipated to be awarded in fiscal year 2024. Awards are recorded in expenditures as the funds are dispersed to external grant recipients.

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| <b>Total Requirements Increase</b>       | <b>\$ 320,000</b> |

## Comparison Budget Changes

### Approved MPO FY24 Budget Summary:

| Fiscal Year 2023-24 Budget Summary                     |                     |                                      |                     |
|--|---------------------|--------------------------------------|---------------------|
| Resources  |                     | Requirements                         |                     |
| Beg. Working Capital/COVID Relief Funding <sup>1</sup> | 1,280,900           | <b>By Budget Category (Rounded):</b> |                     |
| FHWA PL <sup>2</sup>                                   |                     | MPO Program                          | \$ 935,400          |
| Federal Share  | 195,000             | Loan Repayment                       | 100,000             |
| FTA Section 5303                                       | 65,400              | Contingency                          | 100,000             |
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|  |                     | <b>Total Budgeted Appropriations</b> | <b>\$ 2,316,300</b> |
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|  |                     | <b>By Task:</b>                      |                     |
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| <b>Total Match Funding</b>                             | <b>\$ 71,600</b>    | <b>COVID Relief Program</b>          |                     |
| City of Bend Loan                                      | 100,000             | Task 1: COVID Relief Funding         | 1,180,900           |
|  |                     | <b>Total Program</b>                 | <b>\$ 2,316,300</b> |
| <b>Total Budgeted Resources</b>                        | <b>\$ 2,316,300</b> | <b>Total Budgeted Requirements</b>   | <b>\$ 2,316,300</b> |

### Proposed MPO FY24 Supplemental Budget Summary:

| Fiscal Year 2023-24 Budget Summary                     |                     |                                      |                     |
|--|---------------------|--------------------------------------|---------------------|
| Resources  |                     | Requirements                         |                     |
| Beg. Working Capital/COVID Relief Funding <sup>1</sup> | 1,600,900           | <b>By Budget Category (Rounded):</b> |                     |
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| ODOT Safety Funds                                      | 95,000              |                                      |                     |
|  |                     | <b>Total Budgeted Appropriations</b> | <b>\$ 2,636,300</b> |
| <b>Total Grant Funding</b>                             | <b>\$ 2,464,700</b> |                                      |                     |
|  |                     | <b>By Task:</b>                      |                     |
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| State Match  | 21,300              | Task 1: Dev. & Program Management    | \$ 477,800          |
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| <b>Total Match Funding</b>                             | <b>\$ 71,600</b>    | <b>COVID Relief Program</b>          |                     |
| City of Bend Loan                                      | 100,000             | Task 1: COVID Relief Funding         | 1,500,900           |
|  |                     | <b>Total Program</b>                 | <b>\$ 2,636,300</b> |
| <b>Total Budgeted Resources</b>                        | <b>\$ 2,636,300</b> | <b>Total Budgeted Requirements</b>   | <b>\$ 2,636,300</b> |

Select Language ▼

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## News from the City of Bend

### Bend MPO Transportation Project Amendments - Public Comment Period

**Post Date:** 10/16/2023 12:30 PM

## Amendments to the Metropolitan Transportation Improvement Program (MTIP)

### 21-Day Public Comment Period Open

The [Bend Metropolitan Planning Organization \(MPO\) Policy Board](#) will consider approval of amendments to the MTIP at their Nov. 17 meeting at 12 p.m. Public comments can be submitted, for the next three weeks, via email to [kkennedy@bendoregon.gov](mailto:kkennedy@bendoregon.gov) or during Public Comment at the hybrid in-person/online MPO Policy Board meeting.

In-person meeting information, including a Zoom link to attend online, will be posted to the [Bend MPO Policy Board webpage](#) one week prior to the meeting date.

### Summary of Amendments

| PROJECT KEY NUMBER | PROJECT NAME                                    | PROPOSED PROJECT TOTAL | CHANGES  |
|--------------------|---|------------------------|--|
| 23522              | City of Bend Mobility Points                    | \$1,210,918            | <b>Add new project:</b> Develop an initial network of four Mobility Points around the City. Mobility Point infrastructure provided through bus shelters, e-bike-sharing stations and charging, bicycle parking, electric car-sharing vehicles and electric vehicle charging equipment. |
| 20073              | All Roads Transportation Safety (Bend, Phase 2) | \$701,000              | <b>Major change in scope:</b> Change the current 4-lane roadway to a 3-lane roadway with center turn lane and bike lanes at Greenwood Ave from 1st Street  |

| PROJECT<br>KEY<br>NUMBER | PROJECT<br>NAME  | PROPOSED<br>PROJECT<br>TOTAL | CHANGES   |
|--------------------------|--|------------------------------|---|
|                          |  |                              | to 4th Street to improve safety for the traveling public.   |
| 23494                    | Hawthorne Ave<br>Pedestrian &<br>Bicyclist<br>Overcrossing<br>(Bend) | \$24,450,000                 | <b>Add new project:</b> Provide safe access for pedestrians and bicyclists by designing and constructing a bridge over US97 and BNSF railroad connecting east Hawthorne Avenue to downtown Bend.  |
| 21756                    | US20: Central<br>Oregon Hwy<br>Culverts Corridor                     | \$337,916                    | <b>Add existing project:</b> Design, right of way acquisition, and utility relocation for a future culvert replacement and repair addressing 12 poor and critical culverts to provide functioning culverts on US20 in the future.   |
| 22739                    | US97: I-84 to<br>California border                                   | \$5,809,000                  | <b>Add existing project:</b> Install National Electric Vehicle Infrastructure (NEVI) fast charging stations every 50 miles along US97 from I-84 to the California border, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon. |
| 22767                    | Driver Feedback<br>Signs (Deschutes<br>County)                       | \$1,032,873                  | <b>Add existing project:</b> Install two speed feedback signs on each of the following roads; Alfalfa Market Rd, Burgess Rd, Cline Falls Hwy, Day Rd, Old Bend-Redmond Hwy, Powell Butte Hwy, South Canal Blvd and South Century Dr.  |
| 23071                    | US 97 Culvert<br>Corridor Phase 2                                    | \$468,430                    | <b>Add existing project:</b> Design repairs and replacements for poor and critical culverts on priority routes to avoid unsafe driving conditions and delays caused when culverts fail.   |

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**Accommodation Information for People with Disabilities**

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact Kelli Kennedy at [kkennedy@bendoregon.gov](mailto:kkennedy@bendoregon.gov) or 541-693-2122. Relay Users Dial 7-1-1.

[\*Return to full list >>\*](#)

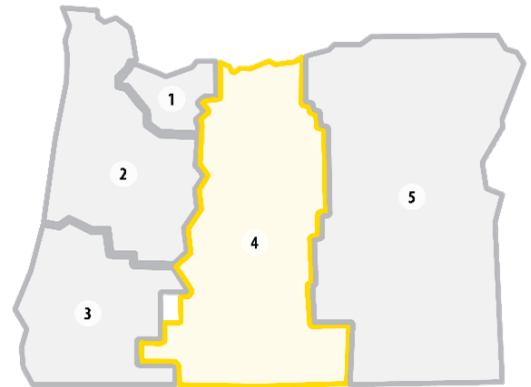




# Level of Service Reduction: Region 4

*We have long relied on gas tax revenue to maintain the transportation system, but that revenue is declining. More Oregonians are buying hybrid and electric vehicles and using less gas. Meanwhile, the cost of doing business is increasing. ODOT can no longer maintain the system at the level Oregonians need and expect.*

*In response to this structural funding issue, we are reducing our expenses and services. We must prioritize our efforts and focus on safety. Drivers, cyclists, freight haulers, pedestrians – everyone who relies on our system – will experience a reduction in the service ODOT provides and a decline in the condition of the transportation system.*



*Region 4 serves eastern Oregon and includes U.S. 97 along with sections of I-84, U.S. 26, and U.S. 20. Our crews operate out of 21 communities, maintaining 1,975 road miles, and 291 bridges.*

## Implementing our 2023-2025 budget

For our next budget, we implemented a 5% cut across all programs funded with state dollars. Within maintenance, we cut our services and materials an additional 15% to account for inflation and our reduced buying power. We are reducing service in three primary areas:

- Low-volume road maintenance.
- Roadside maintenance.
- Winter maintenance.

Additionally, we are reducing our use of overtime, reserving it for emergency events and storms. As we reduce the amount of proactive maintenance work we fund, we expect an increase in potholes, pavement ruts, and plugged and failed culverts.

## ROADSIDE MAINTENANCE

We will reduce the volume and frequency of clearing and cleaning work in these areas:

- Mowing grass, spraying weeds and trimming vegetation.
- Removing brush and tree debris.
- Litter and debris pickup.
- Graffiti removal.

### In Your Area

In central Oregon, we are reducing the frequency spent on all roadside work. You'll see more graffiti and debris, particularly in the urban areas of the region, along with more vegetation growth in medians and along highways. Deferring this work allows our crews to address safety-critical tasks.

## PAVEMENT MAINTENANCE

We are reducing pavement maintenance for low-volume roads – highways averaging less than 3,000 vehicles daily. We are deferring pothole and chip seal projects, and we are not repainting edge lines.

### In Your Area

Roughly 57% of central Oregon's state highways are low-volume roads. System users can expect rougher roads with more potholes and deeper ruts. During heavy rainfall, drivers should expect pooling water in the ruts. If conditions deteriorate enough, we may reduce speeds to give people more time and opportunity to navigate rough stretches of highway.

Edge lines will fade over time, particularly in areas routinely plowed. Drivers will need to rely on the centerline for lane

locations. **We will only restripe faded edge lines** on the following highway segments in the region:

- I-84.
- U.S. 97.
- U.S. 26 to U.S. 97 (Madras).
- U.S. 20 from Suttle Lake to the viewpoint 20 miles east of Bend.
- OR 126 from Suttle Lake through Sisters to Prineville.
- OR 140 from OR 62 to Klamath Falls.
- OR 39 from Klamath Falls to the California border.

Reducing pavement maintenance and eliminating edge line restriping on low-volume roads allows crews to address critical maintenance activities on primary freight routes.

## WINTER MAINTENANCE

This winter, we are reducing the amount of sand and deicer we apply to state highways. We will focus our efforts on key highways, hills, curves and known trouble spots.

### In Your Area

With fewer seasonal employees, our crews must prioritize key routes, including I-84 and U.S. 97, along with sections of U.S. 26 and U.S. 20. Our crews will plow and sand other highways, including OR 140 and U.S. 395; however, sanding and plowing will occur less often.

We encourage area communities and travelers to prepare the possibility of extended delays, closures, more chain restrictions, and varying degrees of traction as they navigate roads.

With smaller budgets for staff and materials needed to plow, sand, and deice, the potential for traffic jams and crashes increases. Incidents will take longer to clear.

We strongly recommend travelers carry a fully stocked emergency kit, including a phone charger and weather-appropriate clothing, and refuel or recharge their tanks often.



*Some highways previously plowed four times per day will be plowed once per day, if at all*



# OREGON DEPARTMENT OF TRANSPORTATION

## WINTER LEVELS OF SERVICE

### DISTRICT 10

OCTOBER 2023

| LEVEL OF SERVICE   | RESOURCE ALLOCATIONS                             |   |                      |                                       |   | ROAD CONDITION   |   |
|--------------------|--|---|----------------------|---------------------------------------|---|--|---|
|                    | Overtime   | Service Hours   | Pretreat/Anti-Ice    | De-Ice                                | Abrasives   | Accumulation   | Closure   |
| Level of Service A | expected during storm<br>may be used after storm | continuous<br>during storm  | where<br>appropriate | where<br>appropriate                  | where<br>appropriate                                | bare pavement as<br>soon as practical  | open as soon<br>as practical                    |
| Level of Service B | may be used                                      | continuous during<br>storm; may be gaps<br>between shifts           | trouble spots        | limited treatment<br>of roadway       | where<br>appropriate                                | patches of ice, slush, packed<br>snow; bare pavement<br>as soon as practical | open as soon<br>as practical                    |
| Level of Service C | minimized  | regular shifts;<br>only daylight shifts<br>if resources are limited | trouble spots        | limited treatment<br>of trouble spots | trouble spots                                       | snow and ice<br>accumulate regularly<br>during storm                         | limited<br>duration                             |
| Level of Service D | generally not used                               | regular shifts;<br>only daylight shifts<br>if resources are limited | generally not        | generally not                         | trouble spots<br>when resources<br>become available | snow and ice<br>accumulate regularly   | frequently and/or<br>for extended periods       |
| Level of Service E | not used   | daylight shifts if<br>resources are available                       | generally not        | generally not                         | generally not                                       | generally plowed once<br>when resources available                            | routinely for extended<br>periods or seasonally |

