

Agenda



BMPO Policy Board

September 20, 2024

Hybrid Meeting

Location

Council Chambers, Bend City Hall

710 NW Wall, Bend, Oregon

Zoom webinar link

Webinar ID: 812 2869 3414

Passcode: bmpo

Phone: 1-888-788-0099

YouTube livestream

12:00 p.m. Policy Board Meeting

Start Time	Item	Information	Presenters
12:00	1. Call to Order & Introductions		Chair Campbell
12:05	2. Hybrid Meeting Guidelines		MPO Staff
12:07	3. Public Comment		Chair Campbell
12:10	4. Meeting Minutes	Attachments Attachment A: August 16, 2024, Policy Board draft meeting minutes.	Chair Campbell

		<p>Action Requested Review and approve the August 16, 2024, Policy Board meeting minutes.</p> <p>Recommended Language for motion: <i>I move approval of the August 16, 2024, Policy Board draft meeting minutes as presented.</i></p>	
12:13	<p>5. 2045 Metropolitan Transportation Plan (MTP) Adoption</p>	<p>Background Staff and a consultant team worked with the TAC, Policy Board and the public over the past 15 months to develop the 2045 MTP. The Policy Board received updates each month, with major updates in June 2023, January 2024, June 2024, and August 2024. The plan update must be completed this month. MPO and DKS staff will review comments received and discuss next steps.</p> <p>Attachments Attachment B: Resolution 2024-04. Attachment C: Public and agency comments and responses.</p> <p>The final draft plan will be distributed separately in advance of the meeting. The draft 2045 MTP is available on the following webpage: https://bendoregon.gov/mtp.</p> <p>Action Requested Consider adoption of the 2045 Metropolitan Transportation Plan.</p> <p>Recommended language for motion: <i>I move adoption of the 2045 Metropolitan Transportation Plan by way of Resolution 2024-04.</i></p>	<p>Andrea Napoli, BMPO Tyler Deke, BMPO Aaron Berger, DKS</p>
12:38	<p>6. Fiscal Year 2024-25 (FY25) Budget Adjustment</p>	<p>Background This proposed supplemental budget adds funding to the Bend Metropolitan Planning Organization (BMPO) FY25 Budget to reflect the final federal funding totals that were finalized after the Policy Board adopted the FY25 budget. Staff will discuss the funding change.</p> <p>Attachments</p>	<p>Tyler Deke, BMPO Tory Carr, City of Bend</p>

		<p>Attachment D: Issue Summary and Resolution 2024-05 to adopt the FY25 budget adjustment. The Budget and UPWP are posted on the BMPO website: http://www.bendoregon.gov/mpobudget.</p> <p>Action Requested Review and consider approval of the proposed FY25 budget adjustment (via Resolution 2024-05).</p> <p>Recommended language for motion: <i>I move approval of the Fiscal Year 2025 budget adjustment by way of Resolution 2024-05.</i></p>	
12:48	<p>7. Metropolitan Transportation Improvement Program (MTIP) Amendments</p>	<p>Background Four amendments to the 2024-2027 MTIP are proposed. One of the amendments involves changes to five projects. The amendments include the addition of two projects, decreased funding for one project, increased funding for five projects, and modifications to some of the project names and descriptions.</p> <p>The amendments were noticed on the bendoregon.gov website and through email notification to the BMPO email lists and news media. Any comments received will be discussed at the Board meeting.</p> <p>Attachments Attachment E: Public notice, which includes a summary of the proposed amendments. Attachment F: Public comment record as of Sept 13, 2024.</p> <p>Action Requested Review and consider approval of the proposed amendments.</p> <p>Recommended language for motion: <i>I move approval of the proposed amendments to the 2024-2027 MTIP as presented.</i></p>	Kelli Kennedy, BMPO

12:58	8. 2025 Oregon Legislative Session – BMPO Opportunities to Engage	<p>Background The Oregon legislature will convene in late January 2025. It is expected that a transportation funding package will be developed during the session. Chair Campbell and staff will review the outcomes of the Joint Transportation Committee held in Bend on Sept 12. They will also discuss engagement opportunities during the 2025 session.</p> <p>Attachments Attachment G: BMPO comment letter – Oregon Joint Transportation Committee.</p> <p>Action Requested Discuss options for BMPO Policy Board engagement during the 2025 legislative session.</p>	Chair Campbell & Tyler Deke, BMPO
1:13	9. Other Business	<p>Time for Policy Board members to provide updates on current projects and planning efforts and request future meeting topics.</p> <ul style="list-style-type: none"> • BMPO support letter for City of Bend grant application (Attachment H). • December 20 meeting – reschedule? • The next meeting of the BMPO Policy Board is scheduled for October 18, 2024, at 12:00 p.m. The meeting will return to ODOT Region 4 Headquarters. 	Chair Campbell & Staff
1:25	10. Public Comment		Chair Campbell
1:30	11. Adjourn		Chair Campbell



Accommodation Information for People with Disabilities

This meeting/event location is 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 Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122; Relay Users Dial 7-1-1. Providing at least 3 days’ notice prior to the event will help ensure availability.



BMPO Bend Metropolitan
Planning Organization

Meeting Minutes

BMPO Policy Board

Location: Baney Conference Room, ODOT Region 4, Building M,
63055 N. Highway 97, Bend, Oregon

Date: August 16, 2024

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Policy Board Members

- Chair Barb Campbell, Bend City Councilor
- Vice-Chair Phil Chang, Deschutes County Commissioner
- Ariel "Ari" Mendez, Bend City Councilor

Member Alternates

- Emerald Shirley, Oregon Department of Transportation (ODOT) Region 4

BMPO Staff and Other Attendees

- Andrea Napoli, BMPO Senior Planner
- Kelli Kennedy, BMPO Staff
- Greg Bryant, BMPO Technical Advisory Committee (TAC) member
- Aaron Berger, DKS Associates
- Chris Doty, Deschutes County
- Tarik Rawlings, Deschutes County
- David Abbas, City of Bend
- Susanna Julber, City of Bend
- Morgan Wagner, member of the public
- Clayton Franke, member of the media, The Bulletin, arrived at approx. 12:07 p.m.

Agenda Items

1. Call to Order and Introductions

Chair Campbell called the regular meeting to order at 12:01 p.m., with a quorum established.

2. Hybrid Meeting Guidelines

Andrea Napoli reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Minutes

Materials referenced: July 19, 2024, Policy Board draft meeting minutes (Attachment A in agenda packet)

Motion 1: Ariel Mendez moved approval of the July 19, 2024, Policy Board draft meeting minutes as presented. Phil Chang seconded the motion which passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Amendment

Materials referenced: Public notice including a summary of the proposed amendment (Attachment B in the agenda packet)

Kelli Kennedy presented an overview of the MTIP amendment, which consisted of a proposed increase in funding for the Hawthorne Ave Pedestrian and Bicyclist Overcrossing project. No public comments were received during the public comment period. Clarification was provided regarding how remaining funds could be used, and the amount of the funding increase.

Motion 2: Ariel Mendez moved to approve the proposed amendment to the 2024-2027 MTIP as presented. Phil Chang seconded the motion which passed unanimously.

6. Draft 2045 Metropolitan Transportation Plan (MTP) Overview and Update

Materials referenced: The agenda packet included a link to the Draft 2045 MTP, available at <https://bendoregon.gov/mtp>

Andrea Napoli and Aaron Berger, DKS, shared background on the progress made in the MTP process and presented a high-level overview of the draft 2045 MTP document.

Questions and comments were addressed about designating between culverts with fish passage issues and watershed issues, and disaster response planning work including the County Emergency Management Plan and the Deschutes County Emergency Management application for a FEMA Hazard Mitigation Program grant to do evacuation route planning work.

There was discussion on strategies to keep tractor trailers on designated freight routes, the logistics of using driverless vehicles without devastating economic impacts, the sensitivity of the freight industry, and ensuring infrastructure could meet the needs of truck drivers.

Questions were addressed regarding prioritization of projects, possibly including Cascades East Transit in the MTP document, complexity around calculating growth projections, the impact of increased population density on sewer systems and exploring legislative changes to limit multi-

family housing and updating the MTP to reflect significant changes while remaining aware of elements that were not accounted for.

Clarification was provided on the projected decreases in Vehicle Miles Traveled (VMT) per capita in 2045 related to shifts in travel modes due to completion of financially constrained and aspirational projects. The difference between interpreting text narratives and tables or graphs was noted, and the importance of focusing on how investments would improve conditions was emphasized. It was also confirmed that all three phases of the City of Bend Transportation Utility Fee had been included in the MTP.

There was discussion on the best way to commit to the goal of reducing fatalities, the possibility of adopting Vision Zero, going for a percent reduction in fatalities versus having target goal of zero, feeling uncomfortable with leaving the high target goal for crash fatalities, continuing to use standard metrics for direct comparison with other cities, and measuring fatalities per capita rather than by VMTs to avoid appearing to make progress without an actual reduction in fatalities. Clarification was provided on the difference between performance measures vs performance targets. Staff was given direction to provide both the metrics of crash fatalities per capita and per VMTs in the future.

Next steps included noticing a 21-day public comment period for the draft MTP with a link to a slideshow giving an overview of the MTP update and awaiting edits to the MTP document following review by State and Federal partners and Staff. The Technical Advisory Committee (TAC) would be given the same presentation at their meeting on September 3, 2024, and a draft MTP document would be presented for approval consideration by the Policy Board at the meeting on September 20, 2024.

The Board confirmed they wanted to prioritize the projects and planning recommendations that identified in studies associated with the MTP including the Southern River Crossing, 27th Corridor Implementation Plan, the Z Study, Revere Wall, the Program Funding Implementation Study, and updates to the key bicycle and pedestrian route scoping in the Bend Transportation System Plan (TSP).

7. Other Business

Chair Campbell noted there had been an MPO tent and display at CityFest, and she thanked Staff for their work engaging with the public. She provided a reminder that members could ask questions or request agenda items by reaching out to her or Staff.

The next scheduled Policy Board meeting is September 20, 2024, at 12:00 p.m. at City Hall.

8. Public Comment

None.

9. Adjournment

Chair Campbell adjourned the meeting at 1:30 p.m.



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**Resolution Number 2024-04
Bend Metropolitan Planning Organization Policy Board**

For the Purpose of Adopting the 2045 Metropolitan Transportation Plan

WHEREAS, the Census Bureau has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

WHEREAS, the Bend Metropolitan Planning Organization (BMPO) has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Bend Urbanized Area; and

WHEREAS, the BMPO Policy Board has the specific responsibility to direct and administer the federally required urban transportation planning process; and

WHEREAS, the BMPO initiated an update to the Metropolitan Transportation Plan (MTP) in June 2023; and

WHEREAS, a project identification and selection process was conducted through the development of the MTP and the projects in the 2045 MTP demonstrate financial constraint; and

WHEREAS, public engagement was secured through meetings of the Technical Advisory Committee, Policy Board, electronic notification, and on-line and in-person public meetings; and

WHEREAS, the comments received at the TAC and Policy Board meetings, and through other forms of communication were explicitly considered;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Bend MPO approves and adopts the 2045 Metropolitan Transportation Plan.

Adopted by the Bend Metropolitan Planning Organization the 20th day of September 2024.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 20th day of September 2014.

Barb Campbell, Chair

Attest:

Tyler Deke, MPO Manager

Appendix I: MTP Comment Record

Prior to adoption, the Draft 2045 MTP was made available to public review and comment. The 21-day public comment period for the Draft 2045 MTP opened on August 16, 2024, and closed on September 7, 2024. The comments received are shown in Table I-1 with MPO and/or agency responses adjacent to each comment.

SUMMARY OF PUBLIC COMMENTS RECEIVED

Public Transit Related

- Increase funding for more and better transit
- Move Bend's fixed-route system to on-demand
- Consider a study for Bus Rapid Transit on 3rd St.
- Consider light rail system

Personal Vehicle & Freight Related

- Adding traffic signal to Empire / US 97 SB ramp is unnecessary
- Move Ferguson Rd / 15th St. Intersection Improvement project to Near-Term
- Address Reed Market congestion
- Safety concerns at Reed Market / US 97 NB exit

Bike & Pedestrian Related

- Safety concerns re: the lack of consistent bike/ped infrastructure along Butler Market
- Remove the Deschutes River Trail South UGB Bike/Pedestrian Bridge project from MTP and instead move forward with the Study for River Crossings project
- Support for Deschutes River Trail South UGB Bike/Pedestrian Bridge project
- Support for all projects in the MTP that improve biking and walking
- Concerns re: Hawthorne Bridge construction and maintenance costs, limited usage, lack of bikeway connections, surrounding property devaluation, closure of Parkway access causing negative impacts to local economy – instead allocate these funds to bike/ped improvements at multiple, existing crossings

Morale Related

- "Wow. You are all doing a great job. Thank you!"



TABLE I-1: PUBLIC COMMENT RECORD

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
01.	8/18/2024	Capozzi, Louis (public)	<p>The current plan, in my opinion, has one major flaw — it assumes that a fixed route public bus system is the long term solution to Bend’s transit challenges. As a member of CTAC, I learned that technology-based, on-demand transit systems offer a much better alternative for smaller cities like Bend. The expansion of the mobility hubs in the plan will be critical to the switch to on-demand, but the plan itself only contemplates expansion of the fixed routes, rather than recommending a plan to switch to that technology.</p> <p>In 2019 A 5-month micro transit pilot, replacing the discontinued Route 12 Central Oregon Transit (CET) service and combining it with the Ride Bend Summer Shuttle, tested the performance of that new technology for public transit in Bend. Survey results indicated overwhelmingly positive feedback for the service. The program was more efficient, attracted more riders and built high rider satisfaction. This approach should be strongly considered in any future plan for transit in Bend.</p>	<p>Hi Louis,</p> <p>Thank you for taking the time to review the draft MTP and provide your feedback. We will be sharing your comment with the MPO Policy Board as well as CET.</p> <p>Thank you,</p> <p>Andrea</p> <p>9.4.2024</p> <p>Language is to be added to MTP to emphasize the need for CET to have more sustainable funding. Louis's email was forwarded to CET staff for further response.</p>
02.	8/18/2024	Byrne, Jeremiah (public)	<p>Hello!</p> <p>1) The plan to add a stop light to the southbound on-ramp for US-97 off Empire seems unnecessary so long as an actual interchange exists that allows traffic to flow directly from US-20 onto US-97. The overwhelming majority of that traffic seems to stem from that direction, so I would imagine that an actual highway interchange there would solve a lot of those issues on the 3rd/Empire/US20 intersection and solve the</p>	<p>8/21/2024</p> <p>Hello Jeremiah,</p> <p>Thank you for taking the time to review the MPO’s draft transportation plan. We will be sharing your comments with our Policy Board, and I will also share your first comment with ODOT. For you second comment, I think there was a rail study done in the past (before my time here), but I may be mixing that</p>

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
			<p>problem of traffic backing up past the light from the US-97 northbound offramp.</p> <p>2) I don't know if y'all are the ones who would implement this plan or not, but I figure this is as good a place as any to start, has Bend ever considered a light rail system for public transportation? It seems like such a good idea for everyone involved, especially if we can get it connected to Redmond with the fairgrounds/airport. Not only would it help local residents trying to get out from under the heels of forced car ownership, but it would also really help strengthen Central Oregon's economy as a tourist-centric area. Tourists flying into Redmond would be able to then take light rail into Bend to stay and I feel we would see the biggest affect during the music festivals that the fairgrounds are pushing these days. If that is their growth plan, then we should really focus on getting those tourists into Bend as easily/safely as possible and contributing to our local economy as well. The easier it is to get to Bend the more likely they will *want* to stay here and not just feel forced to because we happen to currently have more hotels(which as it gets harder to get to Bend and the fairgrounds gets busier may not always hold true).</p> <p>Thank you for listening and keep up the hard work!</p>	<p>up with my previous position in Southern Oregon. I'll defer that to the MPO manager, Tyler Deke.</p> <p>Tyler, can you answer Jeremiah's second question in his email, below?</p> <p>Thanks,</p> <p>Andrea</p> <p>8/28/2024</p> <p>Hi Jeremiah,</p> <p>About 10 years ago, a study was completed (attached) that broadly assessed transportation needs in Central Oregon with a focus on public transportation. The study assessed commuter rail and didn't recommend it, primarily because of the cost.</p> <p>The City of Bend Transportation System Plan (TSP) also considered high capacity transit (could be frequent bus, BRT or LRT), and I believe the plan identifies future high capacity transit corridors. An update to the TSP will begin in 2025 with a focus on addressing the state's Climate Friendly and Equitable Communities rules. Meeting the rules will likely require a more robust (and likely diverse) transit system.</p> <p>Cascades East Transit will likely begin an update of its long range plan in 2025 or 2026. That process may also provide an opportunity to assess passenger rail and other transit options.</p> <p>Hopefully this helps. Please let me know if you have any questions.</p>

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
				<p>Tyler</p> <p>9/9/2024</p> <p>Hey Jeremiah,</p> <p>Thanks for reaching out about the future potential projects on US 97/Empire. The reasoning behind the signal is largely based on current and future congestion levels in the City, as well as emergency response times. The TSP model included a future year of 2040 which, as you can imagine, projects Empire to be even more congested than it currently is. The future volumes and proposed larger 5 lane cross section necessitate the need for a traffic signal to accommodate southbound turning movements.</p> <p>The proposed signal on the off ramp can assist with timing of vehicle merging onto US 97 as well.</p> <p>Please let me know if you have additional questions/comments. Thanks a take care.</p> <p>Ken Shonkwiler - Principal Planner</p> <p>Oregon Department of Transportation, Region 4</p>
03.	8/18/2024	Teeter, James (public)	<p>Hello,</p> <p>This is James Teeter, a resident of Bend. I would like the Bend MPO to consider improved funding and planning for Transit in Bend. The MTP Update Projects - Expected Funding slide shows that Transit is to receive \$24.6M of the total \$763.3M (or 3%).</p> <p>While the Transit system in Bend needs a funding mechanism, I find the 3% investment appallingly low. I believe Bend needs</p>	<p>Hello James,</p> <p>Thank you for taking the time to review the draft MPO transportation plan. I will be sharing your comments with our Policy Board and also with CET. I'm sure you are aware of the Climate Friendly and Equitable Communities (CFEC) requirements the city is initiating - which will work to address some of your concerns in</p>

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			<p>to invest heavily in one high-quality transit route. Route-4 (along 3rd street, N/S route from end-to-end of Bend should be planned for Center Running Bus Rapid Transit (CR-BRT).</p> <p>Bus Rapid Transit (BRT) means the street is designed such that private motor vehicles do not use the bus lanes and there are very frequent buses (every 10-15 minutes). Center-running bus lanes are necessary to BRT to reduce friction along the route. They have the added benefit of cutting the street in half for pedestrian crossings as well (since the medians are the bus access points). BRT lanes have the benefit of being extremely high-quality and fast routes for Emergency Medical Services; this also removes friction between bikes and cars since currently, the EMS leaders in Bend require that the streets are designed wide enough for vehicles move into spaces intended for bikes who are operated by squishy human beings are are susceptible to being crushed.</p> <p>The BMPO has recently discussed the dangerousness of our (5) lane arterial streets and sought to reduce the vehicle collisions on these routes. Center-running BRT in Albuquerque, NM, has data to prove the safety benefits of including CR-BRT.</p> <p>Bend's environmental goals will require that we engage in mode-shift. Leadership is needed to take space away from private motor vehicles and give it to more equitable transportation options such as transit.</p> <p>Bus Rapid Transit combined with land-use reform has the potential to significantly increase our allowable building potential as well as tame the high cost of land for multifamily construction in the Core Area. Parking (here we go) is the biggest impediment to adding dwelling units. If surface-</p>	<p>their next Transportation System Plan update. Thanks, again for your time and sharing your comments.</p> <p>- Andrea</p> <p>9.9.2024 Requested response from CET.</p>

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
			<p>parking lots are used, land is taken away from live-giving uses like greenspace and dwelling units. If structured parking is used, approximately \$50k in costs are associated with each parking space (which the tenets have to pay for). The only way to not EFFECTIVELY require parking in Bend is to provide high-quality alternative transportation options like BRT so that developers CAN CHOOSE to not require parking.</p> <p>In summary, please include a mechanism for CR-BRT on Route 4 (3rd St.) to be included in the 2045 MTP project update. Please include funding for a study so that we may understand the requirements and impediments to CR-BRT. We already have many projects associated with this route; we cannot continue to plan and design these intersections along 3rd street without CR-BRT in mind.</p>	
04.	8/19/2024	Beck, Lynne (public)	<p>I have been looking at, and experiencing the lack of completion of Butler Market Rd in the area from Mt Washington Dr, East, all the way to its now terminal end at the intersection of Powell Butte Hwy.</p> <p>In the 17 years that I have been regularly driving, and biking this MAJOR route going West to East, on Bend's North end the lack of consistency and accessibility has struck me daily that it the population and user profile in an almost fully developed area has been ignored, or not prioritized.</p> <p>The usage goes up, as more neighborhoods are built (Pahlisch, other) and as the empty lots above the hospital are filled with businesses and medical buildings. But the safety and flow has decreased steadily.</p> <p>The lack of a completed pedestrian side-walk, the lack of safety for bike commuters- both recreational and work</p>	<p>Hello Lynne,</p> <p>Thank you for taking the time to review the draft MPO transportation plan. I will be sharing your comments with our Policy Board, City of Bend, and Deschutes County - as city and MPO boundaries at Butler Market end at Hamby Road. Thank you again for sharing your concerns.</p> <p>Andrea Napoli, AICP</p> <p>9.10.2024 Lynne,</p> <p>I have been asked to respond to your email relative to the portion of Butler Market Road that lies within the jurisdiction of Deschutes County, outside the Urban Growth Boundary of the City. This portion is primarily</p>

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
			<p>commuters, is abhorrent. This needs PRIORITIZATION. When the Transit bus stops, it blocks the flow of the long line of traffic with it. East Cascades needs safe pull-outs to not be a disruptor.</p> <p>When the weather is bad, people walk in pot holes filled with rain and ice; when the weather is bad all kids trying to ride a bike to school weave in and out of gravel, weeds, and traffic. The people on this end of town, the NE side have needed, and requested the changes to be completed, just like the West side.</p> <p>A complete and safe route to Powell Butte Hwy adds considerable distance, and safety to those both commuting by bikes, Ebikes, motorcycles (flight school destination) and for recreational users. The kids of all ages (and their parents) could be using a SAFE Routes to School option, which it is not that currently and discourages the transition to the other important C.Oregon plan of less fossil fuel use.</p> <p>This is a serious request for PRIORITY status, and a reasonable completion date. Dabbling in this area is a serious over-sight, please move on it sooner than later, it's a major route that is chopped up into less than usable blocks.</p> <p>With Costco moving, you've now increased the number of vehicles of all kinds traveling from the East side, and the new library, off 27th, to the SE as well.</p>	<p>the section from Hamehook Road to it's terminus at Powell Butte Highway. The portion of Butler Market Road between Hamehook and Hamby Road is under the jurisdiction of the County however as it lies within the City's urban growth boundary it is subject to City design standards and annexation to the City upon development of adjacent property (Petrosa development area).</p> <p>The 1.0 mile section of Butler Market between the UGB (Hamehook) and Powell Butte Highway was overlaid with new asphalt in 2023 and contains shoulder bikeways. Deschutes County standards do not include sidewalks or multi-use paths outside of designated unincorporated communities. You may have also noticed the recent completion/installation of a roundabout at the intersection of Powell Butte Highway/Butler Market Road. The project, primarily intended to address safety concerns, also improved the access to the Bend Airport with installation of a left turn lane.</p> <p>I trust the majority of your concern regarding Butler Market Road is with regard to the portion within the city limits. You should receive a response related to this portion of the road from City or Bend and/or MPO representatives.</p> <p>Thank you for reaching out and sharing your concern.</p> <p>Chris Doty, PE Director</p> <p>DESCHUTES COUNTY ROAD DEPARTMENT</p> <p>9.11.2024</p>

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
				<p>Hello Lynne,</p> <p>I've received information from City staff regarding Butler Market: As part of the City's 2020 General Obligation Bond funding, 12 Key Routes for Bicyclists and Pedestrians were identified for design and construction to provide safe routes citywide. One of the Key Routes includes pedestrian and bicycle improvements along Butler Market Road, between Boyd Acres and Brinson Blvd. You can read more about the project and construction schedule here. Some of the improvements along Butler Market will occur with new development, and the City also has new funding tools that will help in the future with constructing safe sidewalks along corridors. Additionally, some portions of Butler Market will be improved as part of the Bend Bikeway Project City of Bend (bendoregon.gov).</p> <p>Thank you,</p> <p>Andrea</p>
05.	8/27/2024	Himes, Brant (public)	<p>Hello,</p> <p>Thanks for your work on the 2045 Bend Metropolitan Transportation Plan. I live off of Ferguson Road and Ridgewater Loop and would like to advocate for the C-34 Ferguson Road/15th Street Intersection Improvement to be prioritized in the Near Term instead of in the Mid-Term.</p> <p>With the increased traffic from Caldera High School and the continued development in and around SE 15th Street, the 15th and Ferguson intersection is becoming more and more</p>	<p>Hello Brant,</p> <p>Thank you for taking the time to review the MPO's MTP Project List. I will be sharing your comment with our Policy Board as well as city staff (as the project you mention is a city project).</p> <p>Thank you,</p> <p>Andrea</p> <p>9.11.2024</p>

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
			<p>dangerous. Last November, I was rear ended while trying to turn left from 15th onto Ferguson (it was a hit and run and caused thousands of dollars in vehicle damage and medical fees). Unfortunately, it is quite common for cars to come up fast on vehicles turning left onto Ferguson, and I've had several near-missed rear-end collisions in addition to the collision from last November. It's a nerve-wracking turn to make heading south on 15th turning left onto Ferguson. In addition, cars frequently back up while trying to turn from Ferguson onto 15th, often making dangerous turns trying to squeeze into the long line of cars coming from both directions of 15th.</p> <p>A roundabout at this intersection cannot come soon enough.</p>	<p>Hello Brant,</p> <p>Following up with you with a response from city engineering staff about the scheduled timing for the Ferguson/15th St intersection project. See his response below, noting that they also have it listed for implementation within the next 10 years. As I mentioned previously, your comment will be shared with our Policy Board prior to consideration of adopting the plan at their Sept. 20th meeting.</p> <p>Thank you,</p> <p>Andrea</p>
06.	8/27/2024	Fleischmann, Mary (public)	<p>I would like to make some comments regarding the 2045 BMPO Plan. Reed Market and the congestion that ensues needs to be addressed far sooner than 2045 in fact it should be a priority over the bridge that is being build across Hawthorn. I live off of Reed Market Road and have lived at my current address since 2009 and prior to that lived around the corner on 27th St. from 1986 until 1997.</p> <p>Here are my concerns: Goal 1 is provide an increase in route choices and connections, provide reliable trave times for emergency vehicles and minimize congestion. All of these are issues for the Reed Market corridor from 27th St. to Hwy 97. When the train comes it ties traffic up on both the east and west side of the tracks for 20 minutes or longer. Bend Fire and Rescue are located on 15th St. which crosses Reed Market. The round-about at that location also gets clogged. If there is an emergency, there literally is no where for anyone to get out of the way for their vehicles if they are headed south on 15th.</p>	<p>Hello Mary,</p> <p>Thank you for taking the time to review the draft MTP Project List. I'm assuming you are referring to the Reed Market Railroad Overcrossing project, correct? That project is just beginning the design phase and should have been in our "Committed Project List", but was missed. That is currently being corrected. The construction phase for the project is listed in the MTP's Financially Constrained Project List under the Mid-Term timeframe (5-10 years). The project will be beginning construction likely in 2027, and we are in the process of moving that project from Mid-Term to the Near-Term category (0-5 years). Please let me know if you have other questions/concerns.</p> <p>Thank you,</p>

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			<p>People are so gung-ho to get where they want to go that they do not let anyone enter the round-about.</p> <p>Goal 2 is to reduce serious injuries and fatalities as well as maximize safe routes. Again Reed Market is a night mare....a bridge needs to be developed over the railroad tracks sooner vs/later. People get frustrated when they have to wait for the train to pass thru and at times where they can, will make U-turns in the middle of the mess. I also experienced a large truck who was frustrated, I stopped for a girl walk her bicycle across a crosswalk, he drove around me, into opposite side traffic and almost hit her. All because traffic wasn't moving fast enough. You have to understand that when Reed Market gets backed up, there is really no place to go between 27th St and 15th if you want to head north or south....it's a bottleneck. We could really use one of those blinking crosswalk signs at the Bend Senior Center, for Seniors but also there is a child's park there as well. Again, folks get frustrated and want to get going, let alone the speed limit is not followed.</p> <p>Goal 3 is to upgrade existing roads to serve areas targeted for growth. Bend has few East-West corridors and Reed Market is become one of the main ones. With the development at Steven's Road and 27th St as well as the addition of the library (others in Bend will be closed for remodel) congestion is going to continue to increase and create many issues. I know for myself, it can take me from 10 minutes and up to 20 minutes to leave me street and get on Reed Market no matter what direction I am trying to go.</p> <p>The plan talks about monitoring many areas of concern....this area doesn't need any further monitoring. When the round-about was put in the public commented that was not going to</p>	<p>Andrea</p>

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			<p>help the problem and here we are. Please make this area a top priority....someone is going to get hit, an ambulance is going to be slowed down or stuck, and road rage will continue.</p>	
07.	8/29/2024	Fernandez, Erik (Oregon Wild)	<p>Dear Bend Metropolitan Planning Organization,</p> <p>Re: 2045 Metropolitan Transportation Plan – Public Comment</p> <p>Please accept the following comments from Oregon Wild concerning the 2045 Metropolitan Transportation Plan(MTP). Oregon Wild represents 20,000 members and supporters who share our mission to protect and restore Oregon’s wildlands, wildlife, and waters as an enduring legacy. Our goal is to protect areas that remain intact while striving to restore areas that have been degraded.</p> <p>Much of the MTP is beyond the scope of Oregon Wild’s focus, but we do appreciate all of the time and effort that went in to craft many very thoughtful elements of this plan. The proposed “DRT South Urban Growth Boundary (UGB) & Bike/Pedestrian Bridge” however is an issue we have concerns with and would like to provide comment on.</p> <p>Despite many years of endless public process at many levels of government, this divisive issue does not have a viable path forward. We recommend either dropping it from the 2045 MTP or substituting the compromise version of this bridge found in the Bend Transportation System Plan.</p> <p>While not pristine, the draft proposed site for the bridge is in a stretch of river that has not been overrun by recreation once you go above Good Dog (Rimrock) park. This makes it an important area for wildlife that rely on the river for survival.</p>	<p>Hello Erik,</p> <p>Thank you so much for taking the time to review the MPO’s draft Metropolitan Transportation Plan (MTP) Project List. The MTP update includes projects from the plans of local jurisdictions and prioritizes them for funding, with the DRT South UGB Bike/Pedestrian Bridge project coming from BPRD. This project is included in our “Aspirational Project List”, meaning it was not prioritized for funding and remains unfunded. The Study for River Crossings that came out of the City of Bend TSP, however, has been prioritized for funding in the MTP’s “Financially Constrained Project List” and recommended to be implemented in the near-term (0-5 yrs). I am cc’ing BPRD staff on this comment response to see if they have additional info to share regarding your letter.</p> <p>Thank you again for your time and effort reviewing the MPO’s transportation plan update. Your letter will be shared with our Policy Board.</p> <p>-Andrea</p>

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			<p>Mule deer and other wildlife have been pushed out of much of the central Oregon landscape due to development, logging, and recreational pressures, making this area important ecologically.</p> <p>The Deschutes River is designated as a Congressional Wild & Scenic River as well as an Oregon State Scenic Waterway. The management plan prohibits bridges in this specific stretch of river. Building a bridge there would set a bad precedent, weakening these two public lands river protections. This has led to broad opposition from conservation, wildlife, and river advocates who work to protect Oregon’s precious waterways.</p> <p>Thus far the endless public process has not yielded common ground or a path forward for the proposed bridge as currently found in your draft plan. Public process thus far has included (but not limited to):</p> <ul style="list-style-type: none"> • Two rounds of public comment and analysis by Oregon State Parks and Recreation. Both times concluding that they are not going to change their rules to allow bridges in this stretch of river. • Bend Parks and Recreation has held countless meetings on the subject as well as hired an external facilitator to do analysis on the issue. • The Oregon legislature has taken up legislation twice in the past ten years that would have tightened the protections for the river further. It cleared one chamber but not the other. This included substantial public comment and discussion. • The city of Bend considered the bridge in their Transportation System Plan which also had substantial public process (more on this below). 	



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			<p>Hurdles and opposition to the bridge as proposed:</p> <ul style="list-style-type: none"> • The Oregon Dept. of Fish and Wildlife has opposed the bridge due to the negative impacts it would have on wildlife. • Oregon State Parks and Recreation Dept. recently restated that if the bridge were proposed they would deny the permit. • The US Forest Service has recently stated that they are not going to move forward with the bridge. • The US Fish and Wildlife Service has now found Oregon spotted frogs (listed under the Endangered Species Act) at the bridge site. • There are no willing private or public landowners with property at or near the proposed bridge site on the river. <p>In considering bridge location, it's important to remember the environmental impact stretches far beyond just the footprint of the bridge. Increased disturbance upstream to areas that currently don't see high uses would be a negative for wildlife like mule deer.</p> <p>Proponents of the bridge have stated that the bridge would shorten the drive from SW Bend to to Good Dog/Rimrock. This is an exaggerated half-truth at best. There is already a bridge that crosses from the COID land, east/west. On the other side of the river it's just a few short blocks to then get on the Haul Road Trail. No one needs to drive all the way around to the west side. That makes for a good talking point but is wildly misleading.</p>	

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			<p>Additional information and a timeline on this issue can be found here: https://oregonwild.org/resource/the-issue-of-the-deschutes-river-bridge/</p> <p>And</p> <p>https://oregonwild.org/resource/the-deschutes-river-bridge-issue-timeline/</p> <p>The Compromise Solution: The city of Bend analyzed the issue during their extensive TSP process and determined the best path forward for this potential bridge was to study an area downstream that moves it out of the protected Oregon State Scenic Waterway and the congressionally protected Wild & Scenic River sections. This removes virtually all of the conservation concerns. The plan suggests studying a lower stretch of river to find the best location, rather than stubbornly sticking with the old</p> <p>location. We support this study and encourage you to include this in your plan instead of the bridge as currently listed (though it still likely fits best in the aspirational category).</p> <p>Putting in a new bridge anywhere will be difficult. Any location with have neighbors who want it and neighbors who don't. The compromise option has that, but it removes all of the environmental and wildlife concerns – that's the bottom line concern. We encourage you to insert this compromise location into your plan and remove the current proposed location – thus avoiding any weakening of public lands river protections.</p> <p>Sincerely,</p> <p>Erik Fernandez ef@oregonwild.org</p>	

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08.	9/1/2024	Wilton, Kaitlin (public)	Wow. You all are doing a great job. Thank you!	
09.	9/1/2024	Steimke, Heidi (public)	<p>I am writing to show my support in the MTIP plan for all projects supporting active transportation such as walking and cycling and public transit expansion. I am excited to be part of a community that is taking steps to reduce our reliance on cars for transportation. These changes improve the safety, quality of life, health, and equitable access for our community. Plus it is economically wise given the reduced need for more costly road maintenance and road expansion projects when there are fewer cars on the road.</p> <p>I am in full support of amendments to the MTIP that further fund public transportation projects, both in the city itself and to better meet the needs of our residents living in rural settings. This is especially important to provide equitable access for those facing socioeconomic barriers or mobility impairments for which driving is difficult. It is much more costly for low income residents in rural communities to drive further distances to access community amenities given gas and maintenance costs but often the cost of living in the city itself is too high to allow them to relocate. In addition, for those with mobility impairments and other special needs, they may need transit services that serve closer to their homes, as there can be a lack of safe pedestrian infrastructure in their region, and the burden on caregivers is much greater (if such caregivers are even available) to drive loved ones long distances to town to access needed and desired services.</p>	<p>Hi Heidi,</p> <p>Thanks so much for taking the time to review the Bend MPO's transportation plan update. I will be sharing your comments with our Policy Board, and I'm also cc'ing Eric Lint at Cascades East Transit to see if he can respond to your comments about transit in Bend. Note that CET is going thru some staffing changes at the moment, so it may take him a bit to respond to you.</p> <p>Thanks, again.</p> <p>Andrea</p>

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			<p>I hope to see general public transit improvements focus on increased frequency, expanded coverage times, and more route options that reduce transfers to reduce transit times and improve convenience. For example, as a healthcare worker at the hospital working from 7-530pm, including weekends, I was unable to utilize public transit in winter months when unable to cycle commute due reduced coverage early in the morning, in the evening, and on the weekends, but would be eager to take transit if these options were available. There are many workers in the community, particularly in the service industry sector that work non traditional hours and who can not rely on public transit with current coverage and time tables. This also applies to transit between cities, as many people who work lower wage jobs but cannot afford to live in Bend and must commute can benefit from increased schedule coverage the most. Though not specifically mentioned in the MTIP plan, I would also support any steps towards bus rapid transit along our most congested routes, like 3rd street. Speeding up travel times and improving reliability of service would be great incentives for our community to utilize public transit in this corridor. I also support expanding recreational routes and feel that weekend services to Smith Rock State Park, Skyliner Drive to Tumalo Falls, and to our local sno parks in the winter could be a priority in this realm. Not only does this alleviate parking concerns and traffic but allows members of our community who are unable to drive to still experience some of central Oregon's wonderful recreation opportunities.</p> <p>I appreciate the thoughtfulness and thoroughness of this master transportation plan and for the hard work and effort of all involved and look forward to these positive changes in our</p>	

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			community. Thank you for taking the time to consider my input and the input from other community members.	
10.	9/2/2024	St John, Petra (public)	The Reed Market Rd North bound exit to the Mill District is incredibly dangerous. Why hasn't this been fixed with a cloverleaf exit that doesn't require risking our lives to go westbound to the Mill District? It's insane and negligent for Bend and the state to not fix this.	<p>9/11/2024 Hello Petra,</p> <p>Thank you for taking the time to review and provide your comments on the draft Bend MPO Metropolitan Transportation Plan ("MTP", updated every 5-years). In regards to your comment on Reed Market and US97, ODOT recently completed the US 97 at Reed Market Road Operations and Safety Study. Projects resultant of that study are included in the MTP. The Reed Market Road/US 97 Northbound Ramps / Division Street: Traffic Signal project is in the "Financially Constrained Project List", meaning funded, and scheduled in Near-Term (0-5 years). Additionally, the Reed Market Road / US 97 Southbound Ramps project is also in the Financially Constrained Project List under Mid-Term (5-10 years).</p> <p>Thank you, Andrea</p>
11.	9/4/2024	Bruckner, Alan (public)	<p>In the interest of providing diverse views on important community issues I would appreciate your forwarding this piece from Cascade Business News to all the members of the Metropolitan Planning Organization Policy Board. Thank you, Allan Bruckner</p> <p>A Rational Assessment of the Proposed Hawthorne Bicycle Bridge: Economic and Practical Concerns</p>	<p>9.4.2024 Tyler forwarded message to Policy Board members.</p> <p>9.12.2024 Hi Alan,</p> <p>Thank you for taking the time to review the draft MPO Metropolitan Transportation Plan (updated every 5-years). Your email has been forwarded on to our board</p>

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			<p>As a former mayor and city councilor, I have always emphasized the importance of gathering comprehensive information from diverse perspectives before making significant policy decisions. This is particularly crucial when evaluating large-scale projects, where advocacy for a dramatic initiative can sometimes overshadow critical considerations of cost-effectiveness, broader impact, and potential unintended consequences.</p> <p>The proposal for a bicycle bridge over the parkway and railroad at Hawthorne Street has rapidly gained emotional momentum, yet this enthusiasm has largely bypassed a thorough analysis of key economic and practical factors. Among these are the high costs, limited projected usage, alternative fund allocations, potential disruptions caused by the new bike route, and the broader consequences of such a significant infrastructure investment.</p> <p>The genesis of this project can be traced back to 2016, when the city engaged the consulting firm CH2M to explore options for improving bicycle and pedestrian crossings between the Bend Central District and downtown. Their report indicated that a bridge crossing at Hawthorne could be achieved for \$5 million. However, they also highlighted that "improvements of alternate routes such as the Greenwood Avenue undercrossing may be more effective."</p> <p>Since then, the estimated cost of the Hawthorne bridge has ballooned to between \$35 million and \$40 million—a staggering eightfold increase. This project has now eclipsed more cost-efficient and effective alternatives, such as the previously prioritized improvements to Greenwood and</p>	<p>members and will also be included in their agenda packet for their next meeting on Sept. 20. In regards to your comment about connectivity, please note that city staff are currently working on a study to improve bike and pedestrian connections on both sides of the bridge, from Juniper Park to Drake Park – where then cyclists can connect with existing bikeways. Here is the webpage for that planning study: Planning for People Streets City of Bend (bendoregon.gov)</p> <p>If you have more questions about that study, please reach out to Allison directly (she is cc'd on this email). Options for connections to/from the overcrossing are currently being developed that will be available for public view at an Open House in early November.</p> <p>Thank you, Andrea.</p>

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			<p>Franklin Avenues. The city council's recent approval of this massive expenditure disregards several critical considerations.</p> <p>A key objective of the 2020 transportation plan was to create "complete bike routes east and west." Similarly, the 2020 GO Bond website emphasizes the priority to "build priority projects to improve traffic flow and east-west connections." The proposed Hawthorne bridge, however, fails to contribute meaningfully to these goals. Franklin Avenue was identified as a vital pathway in this context.</p> <p>Importantly, the Hawthorne bridge offers no tangible east-west connections. To date, no comprehensive plans have been presented to address what will happen at either end of the bridge. Extending east would require an expensive and complex crossing at 3rd Street, leading cyclists into an unsafe confluence of buses at the bus station. Heading west from the bridge, cyclists would encounter the dangers of downtown's angled parking within just two blocks. It is far more likely that cyclists, in either direction, would ultimately gravitate toward Greenwood or Franklin, both of which offer direct connections to other parts of the city.</p> <p>Current data on bicycle traffic at Greenwood and Franklin, both just two blocks from the proposed bridge, shows fewer than 250 daily cyclists. This suggests a very limited potential user base for a \$40 million bridge. It is perhaps telling that no economic impact statement has been developed or presented for this project.</p> <p>Moreover, the proposed bridge's design, with ramps extending to Hill Street on the west and 2nd Street on the east, introduces additional challenges. Cyclists would need to ascend 32 feet—equivalent to climbing to the fourth floor of a</p>	

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			<p>building. The safety and traffic implications of cyclists merging onto steep declines at Hill Street or 2nd Street have not been adequately addressed. In contrast, Greenwood and Franklin allow for multiple access points, making these routes more accessible and beneficial to a broader range of users.</p> <p>Property devaluation is another significant concern. The ramps at either end of the bridge will render adjacent properties on the north side of Hawthorne, between Hill Street and 2nd Street, virtually inaccessible and undesirable. This raises the question of whether taxpayers will be required to compensate property owners for these losses.</p> <p>Maintenance costs for a bridge, especially one of this scale, far exceed those of at-grade roads. Snow removal presents a particularly complex challenge, as snow cannot be simply plowed onto the parkway or railroad tracks—it must be hauled away, if the bridge is even usable during winter months. Additionally, the bridge could become a target for vandalism or even acts of terrorism, further complicating its maintenance and security.</p> <p>Perhaps the most significant unintended consequence of the proposed bridge is the closure of parkway access to downtown at Hawthorne Street. This closure will force thousands of drivers to find alternative routes, likely exacerbating congestion at several downtown intersections, with potential negative implications for the area’s overall economic vitality.</p> <p>When considering an expenditure of this magnitude, it is essential to evaluate what could be achieved with comparable resources. For instance, the entire Reed Market Road rebuild, from 3rd Street to 27th Street, was completed for less than \$20 million—half the estimated cost of the Hawthorne bridge.</p>	



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			<p>While the bridge would serve a minimal number of users with limited impact, Reed Market’s reconstruction has provided modern bicycle lanes and benefits approximately 20,000 drivers daily.</p> <p>The \$40 million allocated to this project could be far better spent on improvements to longer routes, akin to the Reed Market or the recent Wilson Avenue enhancements from 3rd Street to 27th Street. Many similar projects are outlined in the city's "12 Key Routes" plan. Allocating these funds to multiple projects, including the improvements to Greenwood and Franklin, would benefit a significantly larger number of cyclists and drivers. Unfortunately, these much-needed projects will be delayed for several years if the bridge proceeds.</p> <p>The facts presented here cast serious doubt on the feasibility and desirability of this \$40 million investment. This bridge, one of the most expensive transportation projects in the city’s history, will serve a very narrow segment of the population while diverting funds from higher-priority projects that would serve many more. The city’s previous experience with the Juniper Ridge urban renewal project serves as a cautionary tale—an initiative that moved forward with enthusiasm, only to be canceled after significant taxpayer expense when critical facts were finally considered.</p> <p>In conclusion, this proposed bridge offers limited utility, fails to provide essential east-west connections, lacks integration with the broader transportation system, and introduces numerous negative impacts that have not been adequately addressed. Far more effective and economical alternatives are available. I urge the community to reconsider whether this is the most prudent use of \$40 million in addressing our</p>	

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			<p>transportation needs. A rational and unemotional review of this costly and non-productive project is necessary. Let's refocus on delivering greater benefits at a fraction of the cost—let's cancel the bridge.</p>	
12.	9/6/2024	Kallerud, Royce (Connect Bend)	<p>To the Bend Metropolitan Planning Organization Policy Board,</p> <p>As you finalize the 2045 Metropolitan Transportation Plan, Connect Bend – a community organization advocating for the south UGB footbridge – would like to share information related to this project (noted as Project P14 in the draft 2045 MTP).</p> <p>This project will immediately bring <u>real change in travel behavior</u>, providing crucial connectivity to an area of Bend with around 20,000 residents. It will also provide non-motorized transportation options for Southwest Bend, a neighborhood tied for first in Bend in concentration of residents under 18 years old. And it will nearly complete a continuous Deschutes River Trail connecting Tumalo State Park to Sunriver.</p> <p>This project also responds directly to existing use patterns, allowing residents of southern Bend neighborhoods to access the Deschutes National Forest without driving up to eight miles each way. It will thereby alleviate congestion on Reed Market Road and the Bill Healy Bridge. More generally, it will reduce congestion on east-west corridors while reducing VMT, all key goals for the 2045 MTP.</p> <p>1. History of community support</p> <p>Community support for the footbridge project has been strong and consistent over decades. Both at the ballot box and in</p>	<p>9.11.2024</p> <p>Hello Royce,</p> <p>Thank you for your time reviewing the draft Bend MPO Metropolitan Transportation Plan (MTP), which is updated every 5-years. Please note that the DRT South UGB & Bike/Pedestrian Bridge project is listed in the draft MTP as an unfunded need in the "Aspirational Project List" (Chapter 5, Attachment 5-G of the draft document available here).</p> <p>Note that I will be sharing all public comments with our Policy Board prior to their meeting where they will be considering adoption of the MTP update on Sept. 20. Additionally, I am cc'ing BPRD staff, if they have any additional information they'd like to share with you on this project.</p> <p>Thank you,</p> <p>Andrea</p>

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			<p>randomized polls (with large sample sizes), the project’s popularity has been established</p> <p>time and again:</p> <ul style="list-style-type: none"> • The voters’ pamphlet for 2012 BPRD Bond Measure 9-86 clarified that the bond was to fund a “pedestrian crossing” in southern Bend as part of the Deschutes River Trail. This bond, which passed 52.11% to 47.89%, included multiple projects, some of which were not described as explicitly as this project. As a matter of historical record, citizens elected to raise their own taxes in a strong expression of support for the projects in the bond, including the footbridge. • A 2017 poll of 532 randomly selected respondents conducted by ETC Institute showed 72% support for the completion of a “footbridge crossing of the Deschutes River” and 13% opposition. • A 2023 poll of 840 randomly selected respondents conducted by market research firm RRC Associates showed 71% support for the completion of a “footbridge crossing of the Deschutes River, which would connect the Deschutes River Trail on the south end of Bend to the Deschutes National Forest, near the Rimrock Trailhead” and 11% opposition. • In the 2023 poll, support for the footbridge jumps to 76% and opposition falls to 10% south of Greenwood/Newport/US 20 (that is, in the half of town closer to the proposed bridge location). • When asked about “possible actions that BPRD could take to improve the park and recreation system,” the percentage of respondents indicating that they were supportive of the project jumped from 67% in 2017 to 77% in 2023, while those opposed dropped from 12% to 8%. 	

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			<ul style="list-style-type: none"> BPRD’s democratically elected Board of Directors has included this project in their planning for well over a decade. <p>2. History of inclusion in local planning</p> <p>This high level of community support is also reflected in regional planning documents produced by elected officials, representatives from the community, and public servants – using established, publicly recognized, multi-year deliberative processes, with repeated opportunities for public input.</p> <ul style="list-style-type: none"> This project was first identified in 1996, in the City of Bend’s <i>Urban Trail Plan</i>. The project was subsequently adopted into numerous plans, including <i>The Deschutes River Trail Action Plan (2002)</i> and the <i>BPRD Trails Master Plan (2008)</i>. Subsequent plans have affirmed community and agency support for the project. These include <i>Deschutes National Forest: Alternative Transportation Feasibility Study (2015)</i>, a multi-agency study identifying projects that would enhance non-motorized access to the Deschutes National Forest. Additionally, the project is currently identified as a high-priority project in the <i>Bend Park and Recreation District’s Comprehensive Plan (2018)</i>, and appears in both the <i>City of Bend’s Transportation System Plan (2019)</i> and <i>Deschutes County’s Draft Transportation System Plan Update 2020-2040</i>, both of which incorporate the park district’s planned trails by reference. It is one of Envision Bend’s Top 15 Big Ideas for a More Livable Bend, based on a Community Poll. And it is part of Envision Bend’s 2024-28 Vision Action Plan. In a letter to BPRD dated July 9, 2024, Forest Service reviewed conditions under which the project could proceed in the proposed location. 	

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			<p>The continued presence of this project in multiple iterations of regional plans over a 30-year period is in itself evidence of unusual consensus.</p> <p>3. Need to redress inequality of outdoor access in southern Bend</p> <p>Finally, we wish to share select results from our 2022 Equality of Access Study, which illustrates the role the footbridge plays in improving equity of outdoor access in Bend.</p> <p>In this letter we focus mainly on one aspect of our study: a neighborhood-by-neighborhood comparison of drive distance to popular destinations in Bend. For this ranking we identified our community’s top 20 most-visited outdoor destinations, based on number and quality of Google reviews. We then measured the distance to these places from the geographic midpoint of each neighborhood, including Deschutes River Woods. The results produced the following ranking:</p> <table border="1" data-bbox="758 922 1100 1224"> <thead> <tr> <th>Neighborhood</th> <th>Avg. Miles</th> <th>Rank</th> </tr> </thead> <tbody> <tr><td>Old Bend</td><td>2.76</td><td>1</td></tr> <tr><td>River West</td><td>2.87</td><td>2</td></tr> <tr><td>Orchard District</td><td>2.95</td><td>3</td></tr> <tr><td>Southern Crossing</td><td>3.44</td><td>4</td></tr> <tr><td>Century West</td><td>3.79</td><td>5</td></tr> <tr><td>Summit West</td><td>4.11</td><td>6</td></tr> <tr><td>Larkspur</td><td>4.20</td><td>7</td></tr> <tr><td>Awbrey Butte</td><td>4.31</td><td>8</td></tr> <tr><td>Old Farm District</td><td>4.35</td><td>9</td></tr> <tr><td>Boyd Acres</td><td>4.60</td><td>10</td></tr> <tr><td>Mountain View</td><td>4.91</td><td>11</td></tr> <tr><td>Southwest Bend</td><td>5.39</td><td>12</td></tr> <tr><td>Southeast Bend</td><td>5.76</td><td>13</td></tr> <tr><td>Deschutes River Woods</td><td>8.37</td><td>14</td></tr> </tbody> </table> <p>Neighborhoods near the proposed footbridge site fared worst. (Note: Based on feedback from elected officials, we tried multiple variations on our drive distance criteria, e.g.</p>	Neighborhood	Avg. Miles	Rank	Old Bend	2.76	1	River West	2.87	2	Orchard District	2.95	3	Southern Crossing	3.44	4	Century West	3.79	5	Summit West	4.11	6	Larkspur	4.20	7	Awbrey Butte	4.31	8	Old Farm District	4.35	9	Boyd Acres	4.60	10	Mountain View	4.91	11	Southwest Bend	5.39	12	Southeast Bend	5.76	13	Deschutes River Woods	8.37	14	
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Deschutes River Woods	8.37	14																																															

No.	Date Received	Name	Comment Received	MPO and/or Agency Response
			<p>increasing distance from city center, modifying the number of Google reviews, etc. These modifications barely altered the final rankings.)</p> <p>In an additional component of our study, we reviewed open space managed by BPRD, measured in acres per person. The same southern Bend neighborhoods fared poorly according to this metric; Southwest Bend came in 12th, and Deschutes River Woods last. Therefore, residents in these areas typically drive cars to seek out open space, which – coupled with long distances to popular outdoor destinations – further increases VMT on our most congested roads.</p> <p>The footbridge project provides an immediate, practical, and powerful way to reduce disparities. Details of our access study, including methodology, can be found at connect-bend.org/access.</p> <p>4. Conclusion</p> <p>The footbridge project has been supported by a vast majority of residents over a multi-year period, it has a long presence in our communal planning vision for this community, and it is a necessary step to remedy the inequitable outdoor access suffered by residents in southern neighborhoods. The project should be included in your plan.</p> <p>Sincerely,</p> <p>The Connect Bend Board of Directors Brook Gardner Brent Stinski Royce Kallerud Debbie Wallace Eve Richer</p>	



No.	Date Received	Name	Comment Received	MPO and/or Agency Response
			Larry Waters Chris Skully Elizabeth Weide Maitreya Sriram	



Bend Metropolitan Planning Organization Fiscal Year 2025 (FY25) Supplemental Budget

September 2024

Issue Summary:

This supplemental budget adds funds to the Bend Metropolitan Planning Organization (BMPO) FY25 Budget. This supplemental budget procedure is determined by the Oregon Revised Statutes (ORS) 294.471.

Increase intergovernmental revenue and increase expenditures in the MPO Program in materials & services to reflect final funding estimates. Final estimates for FY25 include an increase in Federal Transit Administration 5303 (FTA 5303) planning funds (\$6,000) and a decrease in Federal Highway Administration Metropolitan Planning (FHWA PL) funds (\$800). Increased FTA 5303 funding results in an additional local match requirement of \$600. An additional \$4,600 is available for consulting services to support the BMPO Work Program.

Budget Adjustment Summary:

Resources	Increase	Decrease
Metropolitan Planning (FHWA PL) funds – federal share		\$ 700
Metropolitan Planning (FHWA PL) funds – state match		\$ 100
FTA 5303 Planning funds – federal share	\$ 5,400	
FTA 5303 Planning funds – local match	\$ 600	
Total Resources Adjustment	\$ 6,000	\$ 800
Requirements		
In-Kind Local Match (FTA 5303)	\$ 600	
Consulting Services	\$ 4,600	
Total Requirements Adjustment	\$ 5,200	\$ -

Action Requested:

Item 1:

Review and consider approval of the following FY25 Supplemental Budget by way of Resolution 2024-05. Link to review the full documents: www.bendoregon.gov/mpobudget

Comparison Budget Changes

Adopted BMPO FY25 Budget Summary:

Fiscal Year 2024-25 Budget Summary			
Resources		Requirements	
Beg. Working Capital/COVID Relief Funding/State Highway Funding			
	793,100	By Budget Category (Rounded):	
FHWA PL ²		MPO Program	\$ 1,074,900
Federal Share	196,200	Loan Repayment	100,000
FTA Section 5303	65,300	Contingency	100,000
ODOT Safety Funds	95,000	COVID Relief Program	591,500
Safe Streets	200,000	SHF Program	1,050,600
SHF - BMPO	350,000		
SHF - Awards	1,029,000		
Total Grant Funding	\$ 2,728,600	Total Budgeted Appropriations	\$ 2,917,000
FHWA PL ²		By Task:	
State Match	21,800	MPO Program	
FTA Local Match ⁴	7,600	Task 1: Dev. & Program Management	\$ 431,300
ODOT Safety Local Match ⁴	19,000	Task 2: Short Range Planning	56,300
Safe Streets Local Match	40,000	Task 3: Long Range Planning	539,400
Total Match Funding	\$ 88,400	Task 4: Modeling and Data Collection	247,900
City of Bend Loan		COVID Relief Program	
	100,000	Task 1: COVID Relief Funding	591,500
		SHF Program	
		Task 1: State Highway Funding	1,050,600
		Total Program	\$ 2,917,000
Total Budgeted Resources	\$ 2,917,000	Total Budgeted Requirements	\$ 2,917,000

Proposed BMPO FY25 Supplemental Budget Summary:

Fiscal Year 2024-25 Budget Summary			
Resources		Requirements	
Beg. Working Capital/COVID Relief Funding/State Highway Funding			
	793,100	By Budget Category (Rounded):	
FHWA PL ²		MPO Program	\$ 1,080,100
Federal Share	195,500	Loan Repayment	100,000
FTA Section 5303	70,700	Contingency	100,000
ODOT Safety Funds	95,000	COVID Relief Program	591,500
Safe Streets	200,000	SHF Program	1,050,600
SHF - BMPO	350,000		
SHF - Awards	1,029,000		
Total Grant Funding	\$ 2,733,300	Total Budgeted Appropriations	\$ 2,922,200
FHWA PL ²		By Task:	
State Match	21,700	MPO Program	
FTA Local Match ⁴	8,200	Task 1: Dev. & Program Management	\$ 432,400
ODOT Safety Local Match ⁴	19,000	Task 2: Short Range Planning	58,700
Safe Streets Local Match	40,000	Task 3: Long Range Planning	540,700
Total Match Funding	\$ 88,900	Task 4: Modeling and Data Collection	248,300
City of Bend Loan		COVID Relief Program	
	100,000	Task 1: COVID Relief Funding	591,500
		SHF Program	
		Task 1: State Highway Funding	1,050,600
		Total Program	\$ 2,922,200
Total Budgeted Resources	\$ 2,922,200	Total Budgeted Requirements	\$ 2,922,200

Resolution Number 2024-05
Bend Metropolitan Planning Organization Policy Board

A RESOLUTION AMENDING THE BUDGET FOR THE FISCAL YEAR 2024-2025

THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS FOLLOWS:

The Bend Metropolitan Planning Organization (MPO) adopted the fiscal year 2024-2025 (FY25) budget as approved by the Policy Board on April 19, 2024 pursuant to ORS 294.456, and;

Final estimates for FY25 include an increase in Federal Transit Administration 5303 (FTA 5303) planning funds (\$6,000) and a decrease in Federal Highway Administration Metropolitan Planning (FHWA PL) funds (\$800). Increased FTA 5303 funding results in an additional local match requirement of \$600. An additional \$4,600 is available for consulting services to support the BMPO Work Program.

The Bend Metropolitan Planning Organization does hereby adopt the FY25 supplemental budget 2024-05 listed below:

<u>Metropolitan Planning Organization (MPO) Fund</u>	
MPO Program	\$ 1,080,100
COVID Relief Program	591,500
SHF Program	1,050,600
Total Program	\$ 2,722,200
Loan Repayment	100,000
Contingency	100,000
Total Requirements	\$ 2,922,200

Adopted by the Bend Metropolitan Planning Organization the 20th of September 2024.

Yes: _____

No: _____

Authenticated by the Chair this 20th of September 2024.

Barb Campbell, MPO Chair

Attest:

Tyler Deke, MPO Manager

Select Language ▼

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News from the City of Bend

BMPO Transportation Project Amendments - Public Comment Period

Post Date: 08/29/2024 9:35 AM

News Release

For Immediate Release

August 29, 2024

BMPO Notice of Metropolitan Transportation Improvement Program (MTIP) Amendments

21-Day Public Comment Period Open Until September 19, 2024

The **[Bend Metropolitan Planning Organization \(BMPO\) Policy Board](#)** will consider approval of four amendments to the MTIP at their next meeting, on September 20, 2024, at 12:00 p.m. One of the proposed amendments includes changes to five projects. Public comments can be submitted via email for the next three weeks to kkennedy@bendoregon.gov, or during Public Comment at the hybrid (in-person/online) BMPO Policy Board meeting.

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

Summary of Amendments

AMENDMENT NUMBER	PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
24-27-1485	23720	Oregon Transportation Network – COIC FFY25. Urbanized public transit capital funding for federal fiscal year 2025. Funds will be transferred to Federal Transit Administration	\$345,481	Create new project to match program allocations.

AMENDMENT NUMBER	PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
		(FTA) for delivery. Projects and programs to be determined based on funding requirements.		
24-27-1515	22051	Oregon Transportation Network – COIC FFY24. Urbanized public transit capital funding for federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$273,662	Update project name from Deschutes Co to COIC. Decrease Other (OT) by \$236,059. Slip OT to 25.
24-27-1667	23735	US97: Romaine Village Way to Lava Butte. This project will repave US97 between Romaine Village Way south of Bend to Lava Butte. This section of highway is a key route in connecting communities and visitors to the Deschutes National Forest and popular recreation destinations accessed off US97.	\$900,000	Add project, funding from Western Federal Lands.
24-27-1686	21977	Enhanced Mobility S&ID - COIC FFY23. Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$355,250	Increase the project by \$132,750 to match the FTA grant. Update project name to "Enhanced Mobility S&ID - COIC FFY23". Add "State administration included" to project description. Slip the project to start in federal fiscal year 2025.
24-27-1686	21987	Enhanced Mobility S&ID - COIC FFY24. Enhanced mobility small urban program funding to improve transit services to the	\$398,344	Increase the project by \$170,844 to match the FTA grant. Update project name to "Enhanced

AMENDMENT NUMBER	PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
		special needs, seniors, and other transit-dependent populations in rural areas. State administration included.		Mobility S&ID - COIC FFY24". Add "State administration included" to project description. Slip the project to start in federal fiscal year 2025.
24-27-1686	22955	Enhanced Mobility S&ID - COIC FFY25. Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$428,750	Increase the project by \$125,879 to match the FTA grant. Update project name to "Enhanced Mobility S&ID - COIC FFY25". Add "State administration included" to project description.
24-27-1686	22968	Enhanced Mobility S&ID - COIC FFY26. Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$428,750	Increase the project by \$112,576 to match the FTA grant. Update project name to "Enhanced Mobility S&ID - COIC FFY26". Add "State administration included" to project description.
24-27-1686	22979	Enhanced Mobility S&ID - COIC FFY27. Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas. State administration included.	\$428,750	Increase the project by \$98,196 to match the FTA grant. Update project name to "Enhanced Mobility S&ID - COIC FFY27". Add "State administration included" to project description.

**S&ID: seniors and individuals with disabilities.*

Sign up to have notifications sent directly to your inbox through the [Subscribe page](#). From the News list, select Bend MPO.



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 or 541-693-2122; Relay Users Dial 7-1-1.

[Return to full list >>](#)

2024-27 MTIP Amendments - Public Comment Record - Comment Log

Updated: 9/13/2024

COMMENT PERIOD (CP) DATES	
CP No.	10
Open Date	8/29/2024
Close Date	9/19/2024
Policy Board Review Date	9/20/2024

COMMENT LOG				BMPO RESPONSE/ACTION	
Date Rec'd	Name (Last, First)	Comment	Project Key Number(s)	MPO Response	Action
9/1/2024	Steimke, Heidi	<p>I am writing to show my support in the MTIP plan for all projects supporting active transportation such as walking and cycling and public transit expansion. I am excited to be part of a community that is taking steps to reduce our reliance on cars for transportation. These changes improve the safety, quality of life, health, and equitable access for our community. Plus it is economically wise given the reduced need for more costly road maintenance and road expansion projects when there are fewer cars on the road.</p> <p>I am in full support of amendments to the MTIP that further fund public transportation projects, both in the city itself and to better meet the needs of our residents living in rural settings. This is especially important to provide equitable access for those facing socioeconomic barriers or mobility impairments for which driving is difficult. It is much more costly for low income residents in rural communities to drive further distances to access community amenities given gas and maintenance costs but often the cost of living in the city itself is too high to allow them to relocate. In addition, for those with mobility impairments and other special needs, they may need transit services that serve closer to their homes, as there can be a lack of safe pedestrian infrastructure in their region, and the burden on caregivers is much greater (if such caregivers are even available) to drive loved ones long distances to town to access needed and desired services.</p> <p>I hope to see general public transit improvements focus on increased frequency, expanded coverage times, and more route options that reduce transfers to reduce transit times and improve convenience. For example, as a healthcare worker at the hospital working from 7-530pm, including weekends, I was unable to utilize public transit in winter months when unable to cycle commute due reduced coverage early in the morning, in the evening, and on the weekends, but would be eager to take transit if these options were available. There are many workers in the community, particularly in the service industry sector that work non traditional hours and who can not rely on public transit with current coverage and time tables. This also applies to transit between cities, as many people who work lower wage jobs but cannot afford to live in Bend and must commute can benefit from increased schedule coverage the most. Though not specifically mentioned in the MTIP plan, I would also support any steps towards bus rapid transit along our most congested routes, like 3rd street. Speeding up travel times and improving reliability of service would be great incentives for our community to utilize public transit in this corridor. I also support expanding recreational routes and feel that weekend services to Smith Rock State Park, Skyliner Drive to Tumalo Falls, and to our local sno parks in the winter could be a priority in this realm. Not only does this alleviate parking concerns and traffic but allows members of our community who are unable to drive to still experience some of central Oregon's wonderful recreation opportunities.</p> <p>I appreciate the thoughtfulness and thoroughness of this master transportation plan and for the hard work and effort of all involved and look forward to these positive changes in our community. Thank you for taking the time to consider my input and the input from other community members.</p> <p>Kind regards, Heidi Wambaugh</p>	multiple	<p>Your comment has been received and will be passed on to the BMPO Policy Board. Since it appears your comment also relates to the draft Metropolitan Transportation Plan (MTP) update (which was also open for comment at the time of your correspondence), your email has also been shared with that project team.</p> <p>Thank you!</p>	<p>Also included in comments for MTP Update. Include in Policy Board agenda and presentation for MTIP amendment.</p>



BARB CAMPBELL, CHAIR
City of Bend Council

PHIL CHANG, VICE-CHAIR
Deschutes County Commission

ARIEL MENDEZ
City of Bend Council

MIKE RILEY
City of Bend Council

DAVID AMITON
ODOT Region 4

TYLER DEKE, AICP
Manager

ANDREA NAPOLI, AICP
Senior Planner

KELLI KENNEDY
Program Coordinator

BEND METROPOLITAN PLANNING ORGANIZATION

709 NW Wall Street, Suite 102, Bend, OR 97703
www.bendmpo.org

September 12, 2024

Senator Chris Gorsek and Representative Susan McLain
Co-Chairs of the Joint Committee on Transportation
Oregon State Capitol
900 Court St. NE
Salem, OR 97301

RE: Priorities for the 2025 Oregon Legislative Session

Honorable Senator Gorsek and Honorable Representative McLain,

I am writing on behalf of the Bend MPO Policy Board to express support for several regional transportation funding priorities. Please consider these priorities as you develop transportation investment options for the 2025 legislative session. These priorities are identified in local plans and reflect discussions with elected officials throughout Central Oregon.

Guiding Principles

We believe the following principles should guide the development of a transportation funding package for the 2025 session:

- Focus on maintenance, preservation and safety of our existing multi-modal transportation network
- Consider statewide geographic equity, as well as population growth and growth forecasts, when considering investments

Key Corridors and Safety

Prioritize safety and maintenance needs for the following key corridors: US 20, US 20 and OR 126. Too many people are being seriously injured and killed, and corridor and intersection specific safety improvements are needed on each of these highways. Transportation Safety Action Plans are being developed or updated for Crook, Deschutes and Jefferson counties, the Confederated Tribes of the Warm Springs, and the City of Bend. ODOT should use these plans to inform safety spending priorities throughout Central Oregon. Additionally, much work has been done in recent years to reduce vehicle and animal collisions on segments of US 97. Much work remains to reduce these collisions, especially on US 20 between Suttle Lake and Bend. A recent study (<https://www.centraloregonlandwatch.org/wildlife-passage-project>) identified high priority locations for improvements on that corridor.

Revenue

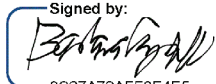
The Oregon Legislature should consider the full suite of revenue sources, including fuel taxes, user fees, DMV fees, general fund sources, and electric vehicle fees. When possible, these taxes and fees should include inflation

adjustments. The Legislature should consider increasing DMV-related fees to cover the full costs of DMV services.

We strongly support efforts to maintain and improve the safety of our current multi-modal transportation system. By combining our resources and expertise, we are confident that we can make progress toward our shared maintenance and safety goals.

Please contact me if you have any questions or need any additional information.

Respectfully,

Signed by:

8C27A72AFF8E4E5...
Barb Campbell, Chair

c: BMPO Policy Board



 BEND METROPOLITAN PLANNING ORGANIZATION

709 NW Wall Street, Suite 102, Bend, OR 97703

www.bendmpo.org

September 13, 2024

Re: City of Bend Railroad Crossing Elimination grant application

Dear Secretary Buttigieg,

I am writing on behalf of the Bend MPO Policy Board to express our support for the City of Bend's USDOT Federal Railroad Administration (FRA) FY 23-24 Railroad Crossing Elimination (RCE) Program grant application to fund the Reed Market Grade Separation Final Design and Construction Project. In 2022, the City was awarded an RCE grant to develop preliminary engineering plans and complete NEPA clearances for this project.

The rail crossing was first identified as a community priority in the Reed Market Road Corridor Study completed in 2006. In 2011, residents approved a general obligation bond (GO bond) that included \$18 million for improvements to Reed Market Road, including bike lanes, sidewalks, a roundabout, and a traffic signal at high crash intersections.

The City's 20-year Transportation System Plan (TSP) analyzed the impacts of transportation accessibility for the community using an equity lens for people with low-incomes, disabilities or health challenges, minorities, youth, and the elderly. Through this process, a Reed Market rail crossing was again identified as a key project for reducing east-west corridor congestion, reducing barriers to bicycling and walking, and improving safety along a key major arterial in Bend.

Reed Market Road connects residents to important destinations such as shopping, schools, jobs, and services. It also serves the fastest growing part of the City. The highway-grade separation will provide significant benefits to those who rely on this vital corridor. Currently, BNSF railroad track switching activities frequently and unpredictably disrupt travel through Bend for those walking, driving, biking, and riding transit.

The community again demonstrated its support in 2020 by passing a \$190 million GO bond for transportation improvements throughout the City. Design and construction of a railroad overcrossing on Reed Market Road is one of the projects on the GO bond list, identified after a

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KELLI KENNEDY
Program Coordinator

thorough two-year public involvement process. The project proposed for FY 23-24 RCE funding leverages the City's funding contributions to support the realization of the project's anticipated safety and mobility benefits.

The residents and elected officials of Bend have demonstrated their commitment to building a robust transportation system, and we support the City's request for RCE funding.

Thank you for your consideration of this project funding request. Please contact me if you have any questions.

Sincerely,

Signed by:

8C27A72AFF8E4E5...
Barb Campbell

c: Bend MPO Policy Board