



BEND MPO
Metropolitan Planning Organization

Policy Board Meeting

April 19, 2024

Call to Order & Introductions

Chair Campbell

Call to Order & Introductions

Policy Board Members

- Barb Campbell, Chair, City of Bend Councilor
(Alternate, David Abbas)
- Phil Chang, Vice Chair, Deschutes County Commissioner
(Alternate, Chris Doty)
- Ariel Mendez, City of Bend Councilor
- Mike Riley, City of Bend Councilor
- Bob Townsend, ODOT Region 4 Area Manager
(Alternate, Ken Shonkwiler)

BMPO Staff

- Tyler Deke, Manager
- Andrea Napoli, Senior Planner
- Kelli Kennedy, Program Coordinator

Agency & Consultant Staff

- Tory Carr, City of Bend
- Garrett Sabourin, City of Bend
- Ken Shonkwiler, ODOT Region 4
- Jacki Smith, KAI
- Kayla Fleskes, DKS

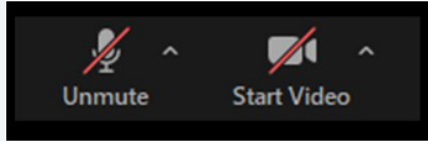
Members of the public, visitors, and presenters will be asked to introduce with name and entity.

Hybrid Meeting Guidelines

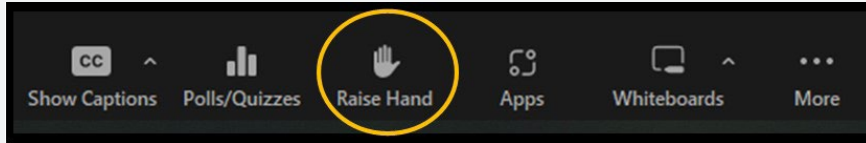
Tyler Deke

Hybrid Meeting Guidelines

- You will be on **mute**, and your **video** will be off when you first join the meeting.



- Please click the **raise hand** icon to speak next.



- If you join the webinar by phone, dial ***9** to raise or lower your hand.
- This meeting will be recorded and is available as a live streaming event on YouTube. The YouTube event can be reviewed on the City of Bend YouTube channel.

Public Comment

Chair Campbell

Public Comment

- Time for members of the public to provide comment.
- Additional time for public comment will be provided before the meeting adjourns.

Meeting Minutes

Chair Campbell

Meeting Minutes

- Review and approve March 15, 2024, Policy Board draft meeting minutes (Attachment A).
 - Recommended language for motion: *I move approval of the March 15, 2024, Policy Board draft meeting minutes as presented.*
- Review and approve March 19, 2024, Budget Committee draft meeting minutes (Attachment B).
 - Recommended language for motion: *I move approval of the March 19, 2024, Budget Committee draft meeting minutes as presented.*

Fiscal Year 2023-24 (FY24) Supplemental Budget

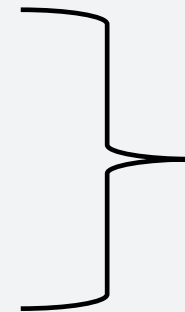
Tyler Deke

Tory Carr, City of Bend Finance

FY24 Supplemental Budget

- This supplemental budget adds funds to the BMPO FY24 Budget.
- State Highway Funding will be administered by the BMPO, and
- Awards will be recorded in expenditures as the funds are dispersed to external grant recipients.

Resources	Amount
State Highway Funding	\$ 1,160,600
Total Resources Increase	\$ 1,160,600
Requirements	
SHF Program – Grant Awards	\$ 1,160,600
Total Requirements Increase	\$ 1,160,600



Increase intergovernmental revenue and increase expenditures in the newly established State Highway Fund (SHF) Program in materials & services.

FY24 Supplemental Budget

- Action requested: review and consider approval of the proposed BMPO FY24 Supplemental Budget (via Resolution 2024-03).
 - Recommended language for motion: *I move approval of the Fiscal Year 2023-24 Supplemental Budget by way of Resolution 2024-03.*



**Resolution Number 2024-03
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 fiscal year 2023-2024 (FY24) budget as approved by the Policy Board on June 16, 2023 pursuant to ORS 294.456, and;

The FY24 Adopted Budget did not include \$1,160,600 for the newly implemented State Highway Fund (SHF) Program. State Highway Funding will be administered by the BMPO, and awards will be recorded in expenditures as the funds are dispersed to external grant recipients. The funds have been added to the SHF Program in Materials & Services.

The Bend Metropolitan Planning Organization does hereby adopt the FY24 supplemental budget 2024-03 listed below:

Metropolitan Planning Organization (MPO) Fund	
MPO Program	\$ 935,400
COVID Relief Program	1,500,900
SHF Program	1,160,600
Total Program	\$ 3,596,900
Loan Repayment	100,000
Contingency	100,000
Total Requirements	\$ 3,796,900

Adopted by the Bend Metropolitan Planning Organization the 19th of April 2024.

Yes: _____ No: _____

Authenticated by the Chair this 19th of April 2024.

Barb Campbell, MPO Chair

Attest:

Tyler Deke, MPO Manager

Unified Planning Work Program (UPWP) Mid-Cycle Amendment Adoption

MPO Staff

2023-2025 UPWP Mid-Cycle Amendments

Three Programs

- MPO Work Program
- COVID Relief Program
- State Highway Program (new, formerly “STBG”)

Multiple Year MPO Work Program

- UPWP includes tasks and deliverables for FY24 and FY25 (covering July 1, 2023 to June 30, 2025).

The funding levels in the budget tables show FY24 and FY25

- Amend mid-cycle to reflect updated budget information & work priorities



2023-2025 UPWP Mid-Cycle Amendments

Significant Plan & Budget Changes

- State Highway Fund (formerly STBG) revenues
 - MPO now direct recipient of SHF
 - MPO will need to manage and transfer funds to recipients
- Federal *Safe Streets and Roads for All* grant
 - \$200,000 federal grant to update Bend Transportation Safety Action Plan
 - May work directly with Deschutes County on plan updates
- Transportation Safety Action Plan (TSAP) Implementation Grant
 - ODOT grant funding for public safety messaging throughout Central Oregon
- Reserves
 - Reserves are a new line-item in the FY25 budget. The reserves are unspent SHF revenues
- COVID revenues
 - About \$290,000 balance
 - Needs to be awarded by September 2024

UPWP Mid-Cycle Amendment

- Action requested: review and consider approval of the proposed mid-cycle amendment to the 2023-2025 UPWP (via Resolution 2024-01).
 - Recommended language for motion: *I move approval of the proposed amendment to the 2023-2025 UPWP as presented by way of Resolution 2024-01.*

**Resolution Number 2024-01
Bend Metropolitan Planning Organization Policy Board**

For the Purpose of Amending the Fiscal Years 2024 and 2025 Unified Planning Work Program for the Bend Metropolitan Planning Organization

WHEREAS, the US Department of Commerce, Bureau of Census 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 US Department of Transportation and the Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the Bend Metropolitan Planning Organization (BMPO) to conduct the Metropolitan Transportation Planning Process; and

WHEREAS, the BMPO must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures; and

WHEREAS, in 2023, the BMPO adopted a UPWP for fiscal years (FY) 2024 and 2025, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the BMPO updated the FY 2024 and 2025 UPWP to include updated information and work priorities for FY 2025; and

WHEREAS, the BMPO Policy Board did review and hold a public comment period on the UPWP for fiscal years 2024 and 2025.

NOW, THEREFORE, BE IT RESOLVED, that the BMPO Policy Board approves and adopts the amended UPWP for fiscal years 2024 and 2025.

Adopted by the BMPO the 19th of April 2024

Yes: ____ No: ____ Abstain: ____

Authenticated by the Chair this 19th of April 2024

Witness: Barb Campbell, Chair

Tyler Deke, MPO Manager

Fiscal Year 2024-25 (FY25) Budget Hearing & Adoption

MPO Staff

FY25 Priorities

- Metropolitan Transportation Plan – **update due September 2024**
 - Updated chapters, funding analysis and project lists
 - Travel demand model update
- Update Transportation Safety Action Plan (TSAP)
- TSAP implementation
- Climate change planning and rulemaking
 - Oregon Climate Friendly and Equitable Communities rules
 - Federal GHG Performance Measure
- Maintain 2024-2027 MTIP, including State Highway Fund revenue management
- Program remaining COVID Relief Funding

Task 1: Development & Program Management

- BMPO advisory committees
- Work Program & Budget development
- Coordination with statewide committees (staff & Oregon MPO Consortium)
- Civil Rights (Title VI) & Environmental Justice
- Public participation efforts
- Tasks resultant of 2020 Census

FY25 Task 1	
FHWA PL Funding	\$ 117,800
State Match for FHWA PL	15,300
FTA 5303 Funding	16,300
In-Kind Local Match – UPWP	1,900
Beginning Working Capital	100,000
Loan from General Fund	100,000
Reserves	80,000
Total Task 1	\$ 431,300
Percent of BMPO Program	21.5%

Task 2: Short-Range Planning

- Metropolitan Transportation Improvement Program (MTIP)
- Performance Management Tracking & Reporting
- Annual Obligation Report
- State Highway Fund (SHF) management (formerly STBG)
- Interagency Coordination – Committees & Projects
- Transit coordination

FY25 Task 2	
FHWA PL Funding	\$ 24,500
State Match for FHWA PL	2,700
FTA 5303 Funding	26,100
In-Kind Local Match – UPWP	3,000
Total Task 2	\$ 56,300
Percent of BMPO Program	5.2%

Task 3: Long-Range Planning

- Metropolitan Transportation Plan update
- Transportation Safety Action Plan – update & implementation
- State of Oregon climate change planning

FY25 Task 3	
FHWA PL Funding	\$ 24,500
State Match for FHWA PL	2,700
FTA 5303 Funding	16,300
SHF – BMPO	140,000
ODOT Safety Funds	95,000
Safe Streets	200,000
In-Kind Local Match – Safe Streets	40,000
In-Kind Local Match - UPWP	1,900
ODOT Safety Local Match	19,000
Total Task 3	\$ 539,400
Percent of BMPO Program	50.2%

Task 4: Modeling & Data Collection

- Transportation model
 - Updates to existing scenarios
 - Statewide collaboration on new software platform
- Household travel survey
- Data collection & analysis
 - Transportation data collection & management (MPO, City & ODOT)
 - Safety & crash data
 - Equity related data

FY25 Task 4	
FHWA PL Funding	\$ 29,400
State Match for FHWA PL	1,100
SHF – BMPO	210,000
FTA 5303 Funding	6,600
In-Kind Local Match – UPWP	800
Total Task 4	\$ 247,900
Percent of BMPO Program	23.1%

COVID Relief Program

- Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (approved December 2020)
- Bend MPO received ~\$1.5 million
- Spring 2023: Policy Board awarded ~\$1.2 million
- Summer 2024: Policy Board to allocate balance of funding
- *FY25 budget includes funding not yet distributed to award recipient

FY25 COVID Task 1	
COVID Relief Funding	\$ 591,500

State Highway Fund (SHF) Program

- State Highway Fund (SHF) dollars received by BMPO
- BMPO annually receives about \$1.4 million
- Funds included as beginning working capital for FY25
- Majority of funds are distributed to City of Bend for street preservation
- Approximately one-third for projects and programs through competitive process
- BMPO retains approximately 20% to fund annual operations, staffing, and consultant support

FY25 SHF Task 1	
State Highway Funding	\$ 1,050,600

FY25 Draft Budget Summary

FY25 Budget Summary			
	Resources		Requirements
Beg. Working Capital/COVID Relief Funding/State Highway Funding	793,100	By Budget Category (Rounded):	
FHWA PL		BMPO 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		By Task	
State Match	21,800	BMPO Program	
FTA Local Match	7,600	Task 1: Dev. & Program Management	\$ 431,300
ODOT Safety Local Match	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
		COVID Relief Program	
		Task 1: COVID Relief Funding	591,500
		SHF Program	
City of Bend Loan	100,000	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

FY25 Budget Schedule & Adoption

- Meeting with ODOT, FHWA, and FTA – February 8
- Notice of Budget Committee meeting – March 8
- Budget Committee meeting – March 19
- 21-day public comment period for draft Budget – March 28 - April 18
- Notice of Budget Public Hearing & Adoption – April 8
- Budget public hearing & adoption – April 19 (today)

FY25 Budget Hearing & Adoption

- Hold public hearing and receive public comment.
- Action requested: review and consider adoption of the BMPO FY25 Budget (via Resolution 2024-02).
 - Recommended language for motion: *I move approval of the Fiscal Year 2024-25 Budget by way of Resolution 2024-02.*



Resolution Number 2024-02
Bend Metropolitan Planning Organization Policy Board

A RESOLUTION ADOPTING THE BUDGET FOR THE FISCAL YEAR 2024-25

THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS FOLLOWS:

To adopt the fiscal year 2024-25 budget as approved by the Budget Committee pursuant to ORS 294.900 to 294.930, and;

That the amount for the fiscal year beginning July 1, 2024, for the purpose shown below, is hereby appropriated as follows:

Bend Metropolitan Planning Organization (BMPO) Fund	
MPO Program	\$ 1,074,900
COVID Relief Program	591,500
SHF Program	1,050,600
Total Program	\$ 2,717,000
Loan Repayment	100,000
Contingency	100,000
Total Requirements	\$ 2,917,000

Adopted by the Bend Metropolitan Planning Organization on the 19th day of April 2024.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 19th day of April 2024.

Barb Campbell, Chair

Attest:

Tyler Deke, BMPO Manager

Promissory Note for Year-End Loan

MPO Staff

Promissory Note for Year-End Loan

- Government accounting standards do not allow negative cash balances at fiscal year-end (June 30).
- Activities of the MPO are fully supported by grants, which are paid on reimbursement basis.
- Promissory Note (Attachment E):
 - Authorizes an operating overnight loan, from the City of Bend General Fund to the MPO
 - Amount not to exceed \$100,000
 - Provides interim financing before grant funds received
 - Loan will be repaid in July 2024 with received grant funds

Promissory Note for Year-End Loan

- Action requested: authorize the Policy Board Chair to sign the Promissory Note, as presented.
 - Recommended language for motion: *I move to authorize the Policy Board Chair to sign the Promissory Note to document the reimbursement practices of the City of Bend and Bend MPO and state law regarding year-to-year municipal budgets.*

2024-2027 Metropolitan Transportation Improvement Program (MTIP) Amendment

Kelli Kennedy

2024-2027 MTIP Amendment

- 21-day public comment period opened on March 21.
 - No comments received.

Project Number	Project Name & Description	Project Total	Amendment Action	More Information
21969	Enhanced Mobility Program – COIC FFY22. Enhanced mobility small urban program funding to improve transportation services to those with special needs, seniors, and other transit-dependent populations in rural areas.	\$ 321,743	Increase project estimate by \$103,809 to match the Federal Transit Administration (FTA) grant/allocation amount.	CET continues to seek opportunities to implement mobility hubs where feasible. The Enhanced Mobility Funds help pay for amenities related to the sites themselves, such as signage, wayfinding, power/data, lighting, micro-mobility services, shelters, benches, and any other feature that creates a sense of place and is conducive toward increasing mobility options for the public.

- Action requested: review and consider approval of the proposed amendment.
 - Recommended language for motion: *I move approval of the proposed amendment to the 2024-2027 MTIP, as presented.*

Parkway Study – Hawthorne Intersection & Bike/Pedestrian Bridge

Garrett Sabourin, City of Bend

Jacki Smith, KAI

Kayla Fleskes, DKS

MPO & ODOT Staff



US97 BEND PARKWAY PLAN – HAWTHORNE ACCESS & HAWTHORNE OVERCROSSING UPDATES



- Review Hawthorne Avenue access recommendations and possible changes within US97 Bend Parkway Plan
- Why now?
 - Planning context & understanding has changed since US 97 Parkway Plan adoption
 - Hawthorne Avenue access has material impacts on Hawthorne Overcrossing design and function.



PURPOSE & OVERVIEW (CONT.)



- Purpose Today
 - Review prior operational and safety evaluations from
 - US 97 Parkway Plan
 - Bend TSAP
 - Review updated crash information
 - Learn about Hawthorne Overcrossing conceptual design considerations
- *Request for MPO Policy Board today*

Is there support to work with Agency Partners to further consider modifying Hawthorne Access recommendations in the US97 Parkway Plan?



US 97 BEND PARKWAY PLAN: EVALUATION OVERVIEW



- Plan completed in 2019 & Adopted by City of Bend and Oregon Transportation Commission (OTC) in 2020
- Study considered multiple Right-In/Right-Out Closure scenarios, including:
 - Full closure at Lafayette
 - Full closure at Hawthorne
 - Conversion of Lafayette to right-in only
 - Conversion of Hawthorne to right-in only
 - Other RI/RO closures along the Parkway
 - Full closures of all RI/RO access points on the Parkway
- Used the 2010 and 2040 Bend Redmond Model Scenarios – Land uses have been updated twice since that time

US 97 BEND PARKWAY PLAN: EVALUATION OVERVIEW (CONT.)



- Evaluated expected changes in daily traffic volume both on and around the Parkway due to each closure scenario
- Estimated changes in traffic volume and conducted analysis at key intersections, including:
 - Wall/Lafayette
 - Wall/Portland
 - Wall/Greenwood
 - Wall/Franklin
 - Bond/Franklin
 - 3rd /Franklin
 - 3rd /Greenwood

COLLECTED TRAFFIC VOLUME COMPARISON



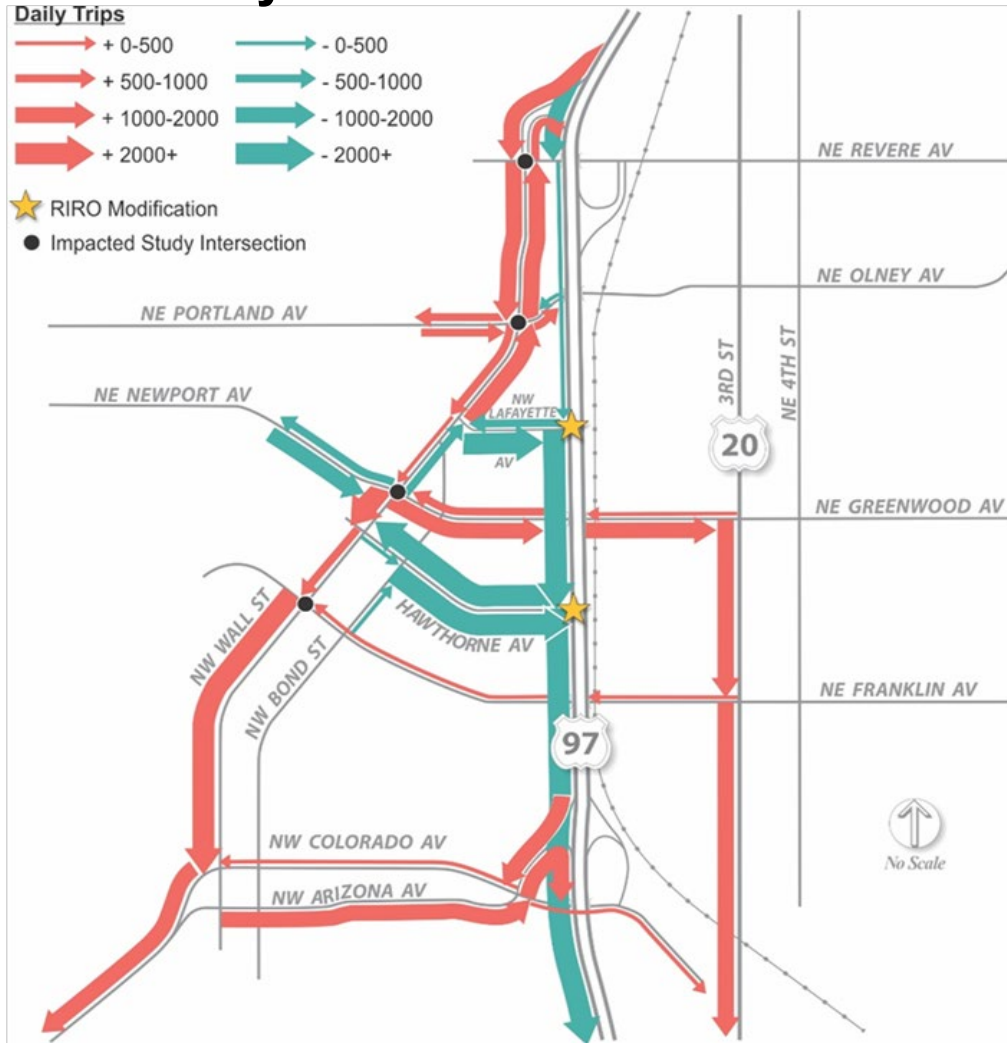
Location	Westbound Daily Traffic Volume (vehicles per day)	Traffic Count Date
Hawthorne Ave (btw US 97 and Hill St)	2,900 - 3,100	Mar 8-10, 2022
Greenwood Ave (btw 2nd St and 3rd St)	6,800 - 7,100	June 29-July 1, 2021
Franklin Ave (btw 2nd St and 3rd St)	6,300 - 6,500	Nov 16-18, 2021
Lafayette Ave (btw US 97 and Hill St)	900 - 1,100*	Estimated*
Colorado Ave (btwn US 97 and Harriman St)	9,800-10,000	April 10-11, 2017
Colorado Ave SB Off-Ramp	6,800 - 7,000	April 12-13, 2021

*Lafayette peak hour traffic volume escalated to daily volume using similar ratio as Hawthorne Ave peak hour to daily traffic volume.

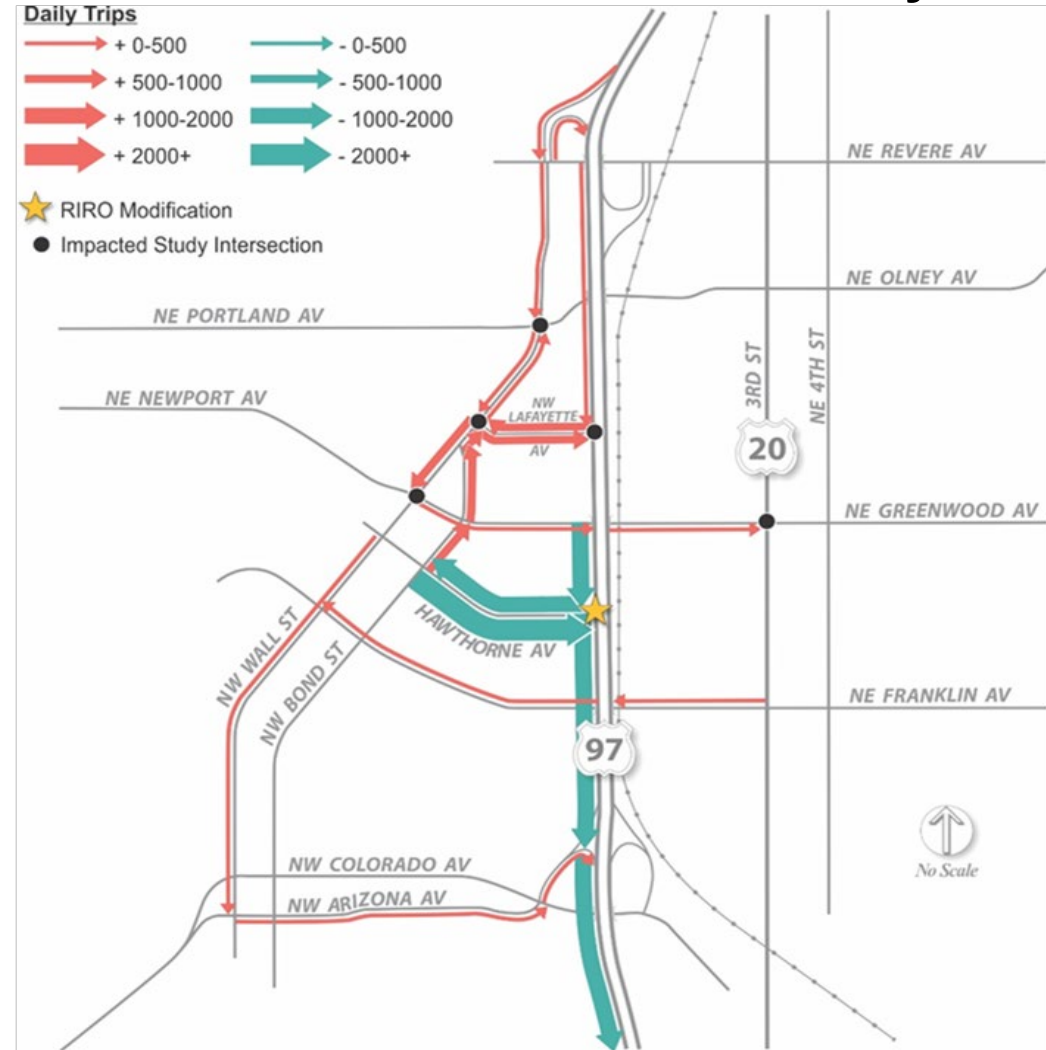


US 97 BEND PARKWAY PLAN: KEY FINDINGS

Full Lafayette and Hawthorne Closures



Full Hawthorne Closures Only



US 97 BEND PARKWAY PLAN: KEY FINDINGS



- Full Closure at Hawthorne shifts some traffic to Wall Street and to both directions on Lafayette (if Lafayette “right off from the Parkway” remains open)
- **With Lafayette remaining open, full closure at Hawthorne only impacts the 3rd Street/Greenwood intersection**
- Full closures at both Lafayette and Hawthorne would likely impact the following locations:
 - Revere Interchange
 - Colorado Interchange
 - Wall/Portland
 - Wall/Franklin
 - Bond/Franklin
 - 3rd Street/Franklin
 - 3rd Street/Greenwood

US 97 BEND PARKWAY PLAN: DECISIONS



- Partial closure of the Hawthorne Parkway access (prohibiting access to the Parkway) was recommended in the Parkway study. The **primary purpose of the closure is to increase safety on the parkway**, which had an identified safety issues at this location.
- The Parkway exit onto Hawthorne was recommended to remain open as this access **captured more trips entering Downtown Bend and accessing local businesses**, and **full closure could trigger the need for improvements at the Colorado and Revere interchanges**



Why Revisit these findings?

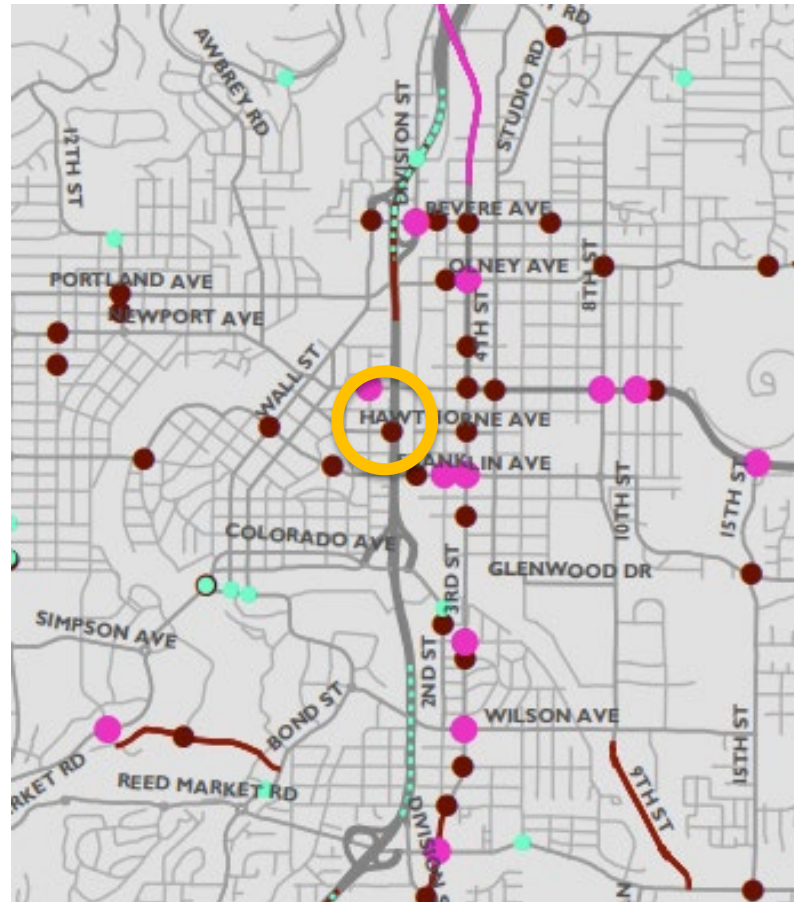
- New Bend-Redmond Travel Demand Model is now better equipped to capture changes in mode shift that may change prior results.
- Crashes continue to occur at the Hawthorne Access point (more on this upcoming)
- Planning context has changed:
 - City is pursuing a Low Car District near the Hawthorne Overcrossing in compliance with CFEC Requirements
 - Hawthorne Overcrossing preliminary designs highlight challenging conflicts (more on this upcoming)

HAWTHORNE ACCESS SAFETY EVALUATION

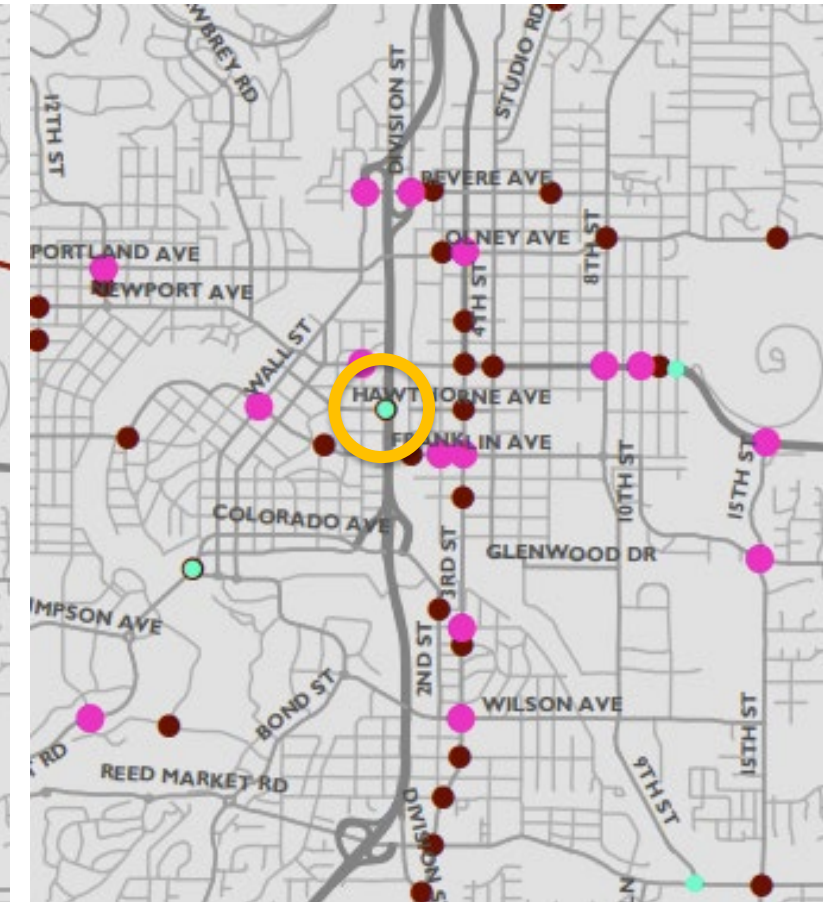


2019 Bend TSAP

- Evaluation was based on Crash Data from 2012 to 2016
- Key Findings for Hawthorne Access:
 - Top **10% Site** from Network Screening for crash severity and frequency
 - Excess **Rear End Collision** Site



Top 10% Sites Map

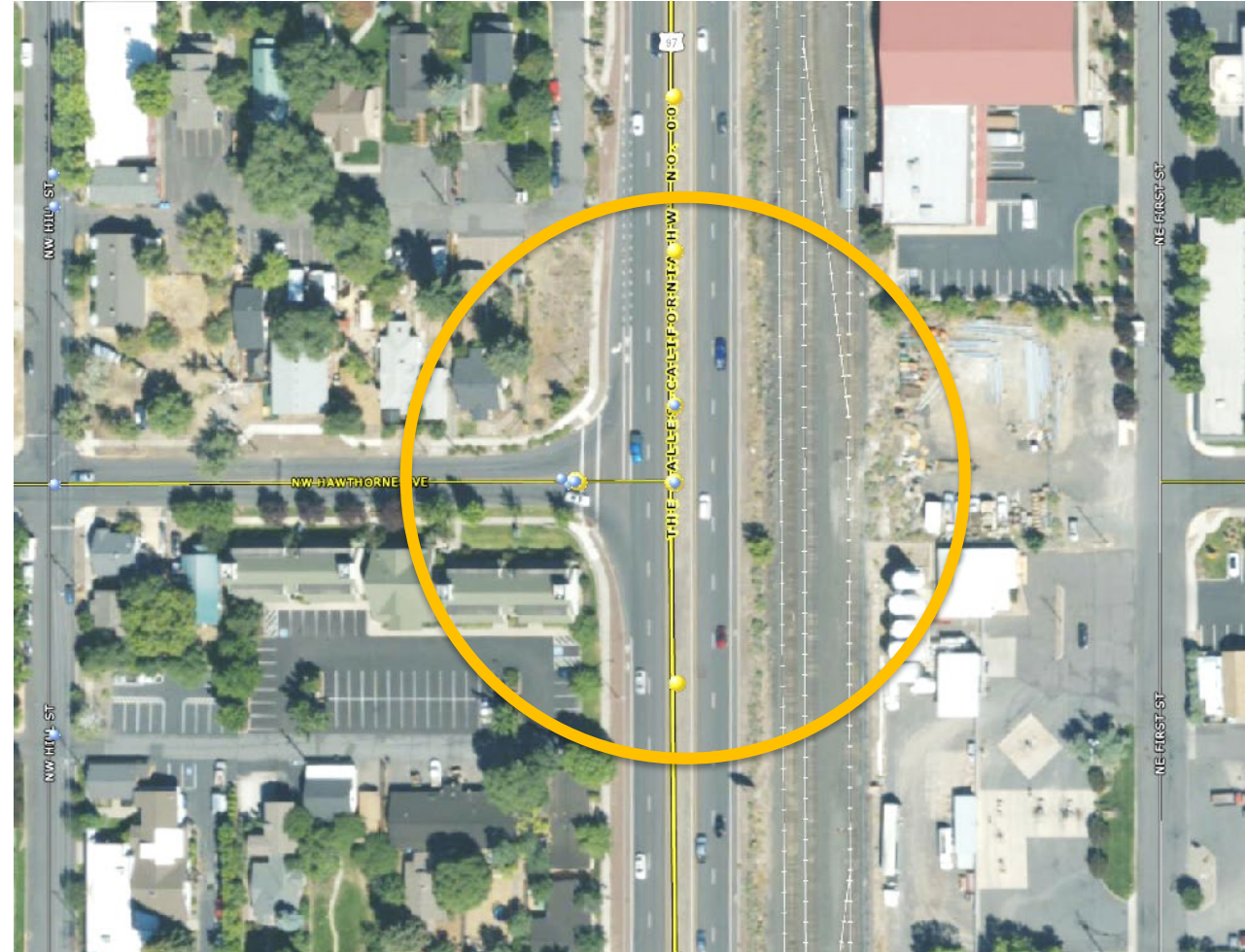


Excess Rear End Collision Sites



Latest Crash Information (2017-2021)

- 40 Total Crashes (83% Rear End)
 - US 97 near access: 28 Crashes
 - 22 Rear-End
 - 3 Turning Movement
 - 2 Fixed-Object
 - 1 Sideswipe Overtaking
 - Hawthorne Avenue: 12 Crashes
 - 11 Rear-End
 - 1 Pedestrian
- Levels of Injuries
 - 2 Minor Injury (B)
 - 11 Possible Injury (C)
 - 27 No Apparent Injury/PDO (O)
- **Key finding: Crashes remain at similar levels identified in TSAP**



HAWTHORNE OVERCROSSING CONTEXT



Hawthorne Bridge Overview:

- Project Limits and Status
- Federal and State Funding
- State Administered
- Schedule & Requirements
- Safety/Access Considerations

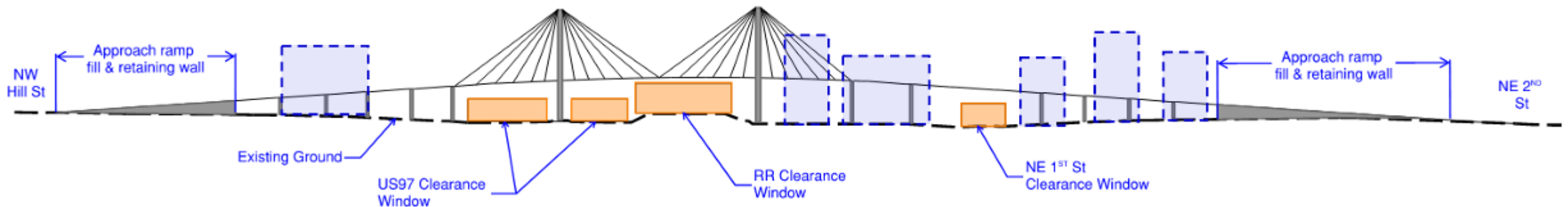
Other Projects/Considerations:

- Midtown Crossing (2nd, Franklin, Greenwood)
- Crosstown Bikeways
- CFEC Hawthorne Bridge Connections
- Core Area Planning

HAWTHORNE OVERCROSSING – PRELIMINARY DESIGN EFFORTS



- Current evaluation of bridge type and location
- Challenges and observations associated with conflicting modes at and near Hawthorne Avenue/Hill Street intersection (west of Parkway)
 - Landing location
 - Sight distance
 - Driveway impacts
 - Speed differential between bridge users and vehicles





HAWTHORNE OVERCROSSING – NORTH BRIDGE ALIGNMENT



HAWTHORNE OVERCROSSING – SOUTH BRIDGE ALIGNMENT





- Process to move forward
 - City & Agency Partners would:
 - Update Operational and Safety Evaluations using new tools and latest information
 - Conduct public engagement and stakeholder outreach on possible changes to Bend Parkway Plan recommendations
 - Oregon Transportation Commission would need to:
 - Review and possibly adopt changes to Bend Parkway Plan based on revised findings and recommendations
 - Overall process likely 8-10 months



Should the City work with Agency Partners to evaluate modifying Hawthorne Access recommendations in the Bend Parkway Plan?

Federal COVID Funding

MPO Staff

Federal COVID Funding - Timeline



COVID Funding

- Allocate remaining funds (\$291,000) by Sept. 2024
- Staff recommendation
 - Today: Policy Board identifies focus area for remaining funds - safety projects, bicycle/pedestrian projects, or gap funding for existing projects
 - April/May : Staff work with eligible entities to identify possible projects (informal process)
 - June: Technical Advisory Committee reviews and prioritizes projects
 - July/August: Policy Board reviews and approves projects
- **Action Requested:** Provide direction on next steps to distribute the balance of funding

Other Business

Chair Campbell & Staff

Other Business

- Policy Board agenda item requests
- The next meeting of the BMPO Policy Board is scheduled for May 17, 2024, at 12:00 p.m. Topics will include:
 - 2045 MTP Update
 - Federal greenhouse gas performance measure

Public Comment

Chair Campbell

Adjourn

Chair Campbell

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.