

Meeting Minutes



BMPO Bend Metropolitan
Planning Organization

BMPO Policy Board

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

Date: May 17, 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

Bob Townsend, Oregon Department of Transportation (ODOT) Region 4 Area Manager

BMPO Staff and Other Attendees

Tyler Deke, BMPO Manager

Kelli Kennedy, BMPO Staff

Chris Doty, Deschutes County

David Abbas, City of Bend

Andrea Breault, Cascades East Transit (CET)

Eric Lint, CET

Greg Bryant, BMPO Technical Advisory Committee (TAC) member

James Dorofi, BMPO TAC member

Agenda Items

1. Call to Order and Introductions

Chair Campbell called the meeting to order at 12:05 pm with a quorum established.

2. Hybrid Meeting Guidelines

Mr. Deke reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Minutes

Materials referenced: April 19, 2024, Policy Board draft meeting minutes (Attachment A)

An amendment was made to the language under Item 10, US97 Parkway Plan, stating, "Following discussion, the consensus of the Board was support to further evaluate modifying Hawthorne access recommendations in the US97 Bend Parkway Plan. It was clarified that the Board's support was not for changing the Parkway Plan." The Board did not make a comment whether or not to change the Plan; it supported revisiting and reevaluating the Parkway Plan.

Motion 1: Ariel Mendez moved to approve the April 19, 2024, Policy Board draft meeting minutes with amendments as discussed. Phil Chang seconded the motion, which passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Amendments

Materials referenced: Public notice, which includes a summary of the proposed amendments.
(Attachment B)

Kelli Kennedy explained two amendments were proposed to remove two projects from the MTIP due to a change in the funding source. The projects were previously funded by federal Surface Transportation Block Grant (STBG) dollars and now State Highway Funds, which did not require the projects to be in the MTIP, would be used. Staff confirmed the projects would continue and that the MPO would continue to track the projects.

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

6. Federal GHG Performance Measure

Materials referenced: More information is available in the National Law Review article referenced in the meeting's agenda.

Tyler Deke presented via PowerPoint the background, pros, and cons of the Federal Greenhouse Gas (GHG) Performance Measure, which requires emissions targets for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) and applies to all roads that are part of the National Highway System (NHS), which included several of Bend's major arterial roadways. Two legal challenges resulted in one U.S. district court vacating the rules; therefore, State DOTs and MPOs are not required to submit initial targets. ODOT chose to develop and submit targets anyway and agreed to support any MPOs working to adopt the performance measure. The U.S. DOT could possibly revise the process and impose emission targets again, so if BMPO proceeded with developing and tracking the performance measure, all the groundwork would be done. He addressed clarifying questions about the NHS roadway designation process and the legal arguments of the U.S. district court case.

The Board discussed whether to develop and report on the GHG performance measure. While apprehensive about being able to achieve targets, the Board supported tracking emissions, which could help put BMPO in a better position to qualify for future funding. BMPO would support ODOT and the City of Bend's Climate Action Plan emission targets, Staff would return with any data available this summer, including how ODOT established its targets, to see whether the Board wanted to adopt the same targets.

7. MPO Sponsorship of External Speakers & Events

Tyler Deke explained the BMPO receives funding requests for various random speakers, activities, and events; however, the BMPO did not have an official policy on funding external sponsorships. Staff recommended the BMPO only consider requests with a direct transportation link.

The Board discussed using the BMPO's existing goals, which need updated, and creating a policy framework to guide the BMPO when evaluating funding requests to ensure the event or activity aligns with the BMPO's core values. Using the guiding principles from ODOT's goals and objectives sheet was suggested as a starting point for creating the framework. Several ideas on budgeting an amount were also discussed. Having a set policy and budgeted amount would enable Staff to notify transportation-oriented groups about potential funding opportunities from the BMPO.

Councilor Mendez and Chair Campbell would review ODOT's goals and objectives sheet and make any recommendations for discussion at a future meeting about using it for the BMPO's external sponsorships funding policy.

8. CET Update

Materials referenced: Links to information about CET services and the 2040 Transit Master Plan are available at the websites referenced in the meeting's agenda.

Strategy and Program Manager Eric Lint and Transportation Director Andrea Breault, Cascades East Transit (CET), presented the Transit Update via PowerPoint. Key topics included CET's annual ridership statistics, transit service changes, project updates and related improvements, CET's staffing and administration challenges, as well as an update on Qualified Entities (QE) and COIC funding sources. CET was seeking an intergovernmental agreement (IGA) to transfer the functions of all four QEs to the Central Oregon Intergovernmental Council (COIC)/CET and sought the Board's approval/input.

Additional details were provided about requirements increasing for CET as it grew, increases in 5307 funding, working to meet Zero-Emission Fleet Plan requirements, maintaining fare-less public transit routes, and fare-box recoveries of recreational routes.

Clarification was provided on several items, including ridership levels, vanpool operations, Dial-a-Ride operations and eligibility requirements. Commute Options could calculate the CO2 per vanpool rider and how bad traffic would be if vanpool riders used their own vehicles. CET could also do some modeling.

Key discussion topics included the importance of viable alternatives to expanding road capacity to offset single-occupancy vehicle trips; the successful vanpool service, its funding and expansion alternatives; Dial-A-Ride being at capacity and the balance between increasing efficiency and not meeting customers' timelines; and what would be involved to establish a transit district, which may not be suitable for Bend.

Mr. Townsend left the meeting at this time. [1:23:50]

9. Other Business

Councilor Mendez asked about the BMPO participating in some of the conversations in the Oregon Transportation Forum or other potential opportunities as it would be a big transportation year legislatively. Mr. Deke noted the Oregon MPO Consortium was meeting next Friday to discuss the upcoming legislative session and the transportation lobbyist and possibly someone from the City would be attending, so will get understanding of groundwork and return to the Board.

Mr. Lint said the Joint Transportation Committee was planning a statewide road show, tentatively set for September 12th in Bend.

Chair Campbell noted the Board already requested to look at the BMPO's goals and suggested a evaluating the makeup of the Board, as the charter required all transportation providers in the region be on the BMPO and would include CET, and the School District. A charter evaluation would be a bigger project. She added members could reach out with agenda item requests.

The next scheduled meeting of the Policy Board was June 21, 2024, at 12:00 pm.

10. Public Comment

None.

11. Adjournment

Chair Campbell adjourned the meeting at 1:33 p.m.



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