

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: June 21, 2024

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Policy Board Members

Chair Barb Campbell, Bend City Councilor

Ariel "Ari" Mendez, Bend City Councilor

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

Member Alternates

Chris Doty, Deschutes County

BMPO Staff and Other Attendees

Tyler Deke, BMPO Manager

Andrea Napoli, BMPO Senior Planner

Kelli Kennedy, BMPO Staff

David Abbas, City of Bend

Aaron Berger, DKS Associates

Chris Maciejewski, DKS Associates

Tiffany Johnson, ODOT Region 4

James Dorofi, TAC member

Agenda Items

1. Call to Order and Introductions

Chair Campbell called the regular meeting to order at 12:05 p.m., with a quorum established.

2. Hybrid Meeting Guidelines

Mr. Deke reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Minutes

Materials referenced: May 17, 2024, Policy Board draft meeting minutes (Attachment A)

Motion 1: Ariel Mendez moved approval of the May 17, 2024, Policy Board draft meeting minutes as presented. Chris Doty seconded the motion which passed unanimously.

5. 2045 MTP Update: Draft Financially Constrained Project List

Materials referenced: Memo (Attachment B) and Draft Financially Constrained Project List & Prioritization Memo (Attachment C)

Aaron Berger, DKS Associates, presented an update via PowerPoint on the Bend Metropolitan Transportation Plan (MTP) 2045. Key highlights included an overview of the MTP process, the funding projections summary with a total revenue forecast of \$654.5 million, selection of the financially constrained projects, the financially constrained totals, the prioritization process, prioritization outcomes, and next steps.

During the presentation, Mr. Berger and Chris Maciejewski, DKS Associates answered clarifying questions from Board members about funding availability for financially constrained projects, how the updates could help facilitate mode shift projects and other transit improvements, the proposed timelines for near-, mid-, and long-term funding intervals, the Climate Friendly Area (CFA) scenario changes in land use, and the mid-term project list.

Mr. Berger requested feedback from Board members on the proposed updates. Board members confirmed that the MTP Project List integrated regionally specific projects.

Mr. Berger and Mr. Maciejewski addressed questions about the data used to develop the proposed updates. Mode share shift estimates were conservative because the tools used are typically based on the Bend/Redmond Travel Demand Model which was limited to the point in time it was done in 2011. Some of the expected sensitivity in people taking advantage of other modes and systems was not captured. ODOT was working to develop another model update including a new travel survey underway right now to start to capture the sensitivity. There was an opportunity in the MTP to spell out some of the constraints DKS was working with and the community trends being seen over the past several years. However, the MTP update was not the place to go into a lot of testing of the different options because the updates focus on a bottom-up approach.

There was discussion about respective agencies failing to understand the MTP was a planning tool. Suggestions to address this included adding language to Chapter 5 regarding future opportunities or a summary of the outcomes of previous MTPs.

There was also discussion on the pros and cons of postponing or eliminating projects with each update.

6. Federal Safe Streets and Roads for All Grant Acceptance and Authorization

Mr. Deke presented the Staff report on the Safe Streets and Roads for All (SS4A) grant program via PowerPoint. Staff requested the Board authorize the Manager and the Chair to accept the grant award.

Mr. Deke answered questions from the Board as follows:

- The Transportation Safety Action Plan (TSAP) update was expected to start in October and take 12-16 months for completion. The existing TSAP took about a year to finish, which was fast. The updated plan would include more analysis as more funding was received.
- To ensure the TSAP would be received and incorporated into planning, the updated list of high-crash locations and methods for preventing bike and ped crashes would be translated into projects that can be funded. If the program continued at the federal level, the City could go after a large federal grant to implement some high-priority projects.
- The success of mitigation efforts at some locations could be factored into the update.
- With the County's plan done, the Board was doing a lot of cutting and pasting in the overlap areas as well as focusing on more than just capital improvements such as continuing education, outreach, and enforcement.

Motion 2: Ariel Mendez moved to authorize the MPO Manager and Policy Board Chair to accept the federal Safe Streets for All grant award. Chris Doty seconded the motion which passed unanimously.

7. Metropolitan Transportation Improvement Program (MTIP) Amendment

Materials referenced: Public notice, which includes a summary of the proposed amendment (Attachment D)

Kelli Kennedy presented the Staff report on the 2024-2027 MTIP amendment via PowerPoint. Staff requested approval of the proposed amendment.

Mr. Townsend noted there was not yet a lot of information on the project, and it would need to be discussed how to go through the protocol to add charging stations on private property without acquiring it. He confirmed the chargers were supposed to be compatible for all vehicles.

Motion 3: Ariel Mendez moved to approve the proposed amendment to the 2024-27 MTIP as presented. Chris Doty seconded the motion which passed unanimously.

8. STBG Funding/Program Update

Materials referenced: STBG Funding Update Memo (Attachment E)

Andrea Napoli gave the Staff report on updates to STBG funding and programs via PowerPoint. The current allocation of annual State Highway Fund dollars was about \$1.3 million and she confirmed the amount would decrease by 12% to 18% because the STBG kept increasing while the State Highway Fund remained flat. She also confirmed that lack of access to the ODOT Exchange would not necessarily create a Staff burden but it would mean less funding to spend on smaller pedestrian projects, Safe Routes to School projects, or for consultants or staffing. Additionally, there were actually fewer reporting requirements.

Mr. Deke noted the longer-term issue was that the State Highway Fund (SHF) had a capped amount right now and he hoped the cap would be addressed in the 2025 state legislative session.

9. Other Business

Councilor Mendez said at the last meeting, the Board discussed whether to explore a value statement to use when awarding grants. He and Chair Campbell spoke briefly and agreed they did not want to

complicate the matter and spend a lot of time if there would be no huge direct benefit. For now, the Board would continue as it had been and maybe consider the matter again in the future.

Chair Campbell believed the Board might discuss the matter given the planned discussion later this year on overriding parts of the MPO, including membership, such as Cascade East Transit (CET) having a seat on the Board. She noted when the governor created the MPO, it was said that transportation providers should be at the table. Mr. Deke confirmed the discussion would take place in the September/October timeframe.

Policy Board member agenda item requests: Chair Campbell reminded everyone they could speak with her or Mr. Deke if they had agenda item requests.

The next scheduled meeting of the Policy Board was July 19, 2024, at 12:00 p.m.

10. Public Comment

None.

11. Adjournment

Chair Campbell adjourned the meeting at 1:44 p.m.



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