

Meeting Summary



BMPO Bend Metropolitan
Planning Organization

BMPO Technical Advisory Committee

Location: Council Chambers, Bend City Hall
710 NW Wall, Bend, Oregon

Date: May 1, 2024

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

TAC Voting Members

Sharon Smith, Bend-La Pine Schools (BLS)
Henry Stroud, Bend Park and Recreation District (BPRD)
Eric Lint, Cascades East Transit (CET)
Greg Bryant, Citizen
James Dorofi, Citizen
Brian Potwin, Commute Options
Tarik Rawlings, Deschutes County
Dave Thomson, Deschutes County Bike and Pedestrian Advisory Committee (BPAC)
Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4

TAC Non-Voting Members

Angie Brewer, Oregon Department of Land Conservation & Development (DLCD)
Tyler Deke, BMPO Manager

BMPO Staff and Other Attendees

Kelli Kennedy, BMPO Staff
Susanna Julber, City of Bend
Don Morehouse, ODOT

Agenda Items

1. Call to Order and Introductions

Mr. Deke called the regular meeting to order at 10:01 a.m., with a quorum established.

2. Hybrid Meeting Guidelines

Mr. Deke reviewed the meeting guidelines.

3. Public Comment

None.

4. Meeting Summary

Materials referenced: April 3, 2024, TAC draft meeting summary (Attachment A)

Motion 1: Eric Lint moved to approve the April 3, 2024, Technical Advisory Committee draft meeting summary as presented. Tarik Rawlings seconded the motion which passed unanimously.

5. Federal COVID Funding

Materials referenced: COVID funding summary and timeline (Attachment B)

Mr. Deke provided background on the \$1.5 million federal COVID funding that the MPO received, of which the remaining \$291,000 needed to be allocated by September 2024, addressing the potential uses of the fund balance as discussed by the Board in April.

The TAC discussed ideas for the funding to be taken back to the Board for a broader discussion, suggesting the mobility hubs CET was working on, CET side projects in the works like Troy Field mobility hub and rebuilding Hawthorne Station, accessibility seating at bus stops throughout the region, CET's bus stop improvement project, and bike/ped safety accessibility projects that did not have other funding sources.

Mr. Rawlings planned to solicit feedback from the BPAC and the Road Department and follow up. Mr. Shonkwiler reiterated ODOT's final recommendation of anything related to transit.

Mr. Deke confirmed the MPO could do a fund exchange. He would send a follow-up email to everyone later today and allow a couple of weeks to gather additional information before the TAC members got back to Staff.

6. MTIP Amendments Review

Materials referenced: 2024-27 MTIP Project List (Attachment C) and 2024-27 MTIP Amendment Log (Attachment D)

Ms. Kennedy presented an update via PowerPoint on the status of the Metropolitan Transportation Improvement Program (MTIP) amendments. Key highlights included the amendments review, the 2024-2027 MTIP background, the number of projects, charts showing a summary of the funding amounts for the projects by agency and how they have changed from the time of adoption to the present, the two different types of amendments: full and administrative, the amendments process since adoption, and public involvement and the comment process.

7. 2023-2025 MPO Work Program Mid-Cycle Amendments

Materials referenced: None. The UPWP Mid-cycle Amendment is available online at <http://www.bendoregon.gov/mpobudget>.

Mr. Deke presented via PowerPoint an update on the Unified Planning Work Program (UPWP), the federally required document identifying all the work the MPO would do in the coming fiscal year, highlighting the current status of the mid-cycle update and noting the big change this year was that the MPO now received all the state highway funds into its budget and would administer them to the recipients resulting in the creation of the State Highway Fund Program which added about \$1.5 million into the annual budget.

He addressed the MPO's priorities for entering into Fiscal Year 2025, noting the highest was getting the Metropolitan Transportation Plan completed which was due in September and highlighting the significant plan and budget changes. The Board adopted the amendments at its last meeting.

He noted the federal Safe Streets and Roads for All grant funding that would result in Safety Action Plans for all of Central Oregon would present opportunities to collaborate.

8. US97/Baker Road Interchange Area Management Plan (IAMP)

Materials referenced: None. Project information and documents are posted on the following site: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=US97BakerRd>.

Don Morehouse, ODOT Region 4, presented via PowerPoint a status update on the Baker Road IAMP, highlighting what was done and what work remained and reviewing the draft IAMP and the alternatives that came out of it. He addressed Alternative 1 which was the preferred option and would enhance existing ramp terminals; it was the least expensive alternative at \$14.1 million. Alternative 2 was the tight urban diamond interchange. Alternative 3 was widely supported but cost-prohibitive: southbound on- and off-ramp flyovers with roundabout (flyover interchange).

Questions from the Committee were addressed as follows:

- Phase 2 would be expensive due to the widening and the cost of the roundabout on the east side and the actual bridge over Highway 97.
- The original cost estimates were originally from about 3.5 years ago.
- There would be no improvement to the actual bridge deck over 97 in Phase 1 of Alternative 1, but the work would include active transportation improvements on the bridge.
- The feasibility study showed the pathway on the east side was more cost effective and preferred by the public, but ODOT's land use case was being reviewed by the Land Use Board of Appeals (LUBA) which could potentially result in pursuing the less ideal west side.

Mr. Morehouse continued his presentation which detailed active transportation improvements and the access management plan and its key principles and methodology which did not receive comments when emailed to property owners in November. He also reviewed other management strategies such as speed reduction along Baker and Knott Roads post-improvements and implementation of the plan starting with Deschutes County adopting the IAMP as a legislative amendment to the Comprehensive Plan.

Mr. Deke elaborated on the work to narrow the projects in the Bend MTP's updated project description; Phase 1 may be included in the financially constrained plan and would definitely be in the unfunded list.

Tarik clarified the Comprehensive Plan was still being updated, so he could not speak to whether the IAMP would make its way in until the update was completed.

Further questions from the Committee were addressed clarifying ODOT would not pursue Infrastructure Investment and Jobs Act (IIJA) grants for needs identified on the parkway within the MPO area and that the interchange would not have the priority of other locations. Mr. Morehouse agreed to give a shorter version of his presentation to the BPAC in June focusing on the bike/ped pieces, confirming he hoped to have the IAMP before the Oregon Transportation Commission (OTC) and adopted in July.

9. Member & Guest Roundtable

Deschutes County: Mr. Rawlings reported on the County coordinating with ODOT on the Baker IAMP project and other ODOT-related initiatives. On the MPO side, discussion continued around the boundary adjustments and interfacing with the County. The Transportation System Plan (TSP) was adopted with an effective date of June 18th. Next Wednesday would be a second reading of an ordinance that approves the new Tumalo Community Plan, the transportation components of which were ODOT-funded. If formally approved on May 8th, the Plan would be effective 90 days later. Both the Tumalo Community Plan and the TSP projects' websites with the full record would be available until effective; shortly after the County would roll out official places on the website for the plans to live. Regionally he was finishing up Redmond Airport's Master Plan update of their imaginary surfaces that had mapping implications for the County.

Bend La Pine Schools: Ms. Smith reported on the Surface Transportation Block Grant (STBG) the School District received for the conceptual design for the Juniper ADA trail from Neff Road up to Juniper School. ODOT had completed the preliminary design and survey work which had been delivered to the City's project manager hopefully to be included in the GO bond. Bend La Pine Schools were expecting the City to approve the Bend High School modernization and reconstruction five-year project which was anticipated to break ground starting with demolition this summer.

Cascade East Transit: Mr. Lint announced the Statewide Transportation Improvement Fund advisory committees would meet this month. Deschutes County would meet on the 13th; more details were available on the Central Oregon Intergovernmental Council (COIC) website for meeting dates for Jefferson, Crook, and Warm Springs. The meetings were open to the public; the committees would meet again in October to review projects and funding allocations. Hawthorne Station's external parking lots were being rebuilt; by the time of the next TAC meeting, the rear parking lot should be restructured to have a parking lot and new bus bays. The entire project would continue through September. He clarified CET's three rec services would each start on a different day because they were working with different partners. Lava Butte would start the weekend before Juneteenth (June 19th). Ride the River would start the weekend after Juneteenth; the Mountain Shuttle would start on Juneteenth.

Bend Park and Recreation District: Mr. Stroud reported on finishing striping plans for the Deschutes River Trail through the Old Mill District to discourage passing in certain locations and highlight certain corners with not great sightlines. Old Mill would start installing the striping over the next one to two months. If the trial was successful BPRD may try to implement similar things on other paved trails. With the City, BPRD hosted its first public meeting for the Riverfront Street project a couple of weeks ago; about 30-35 people attended and provided great community feedback. The project had no design alternatives at this point; the meeting was preliminary. BPRD's and the City's websites would summarize the results of the meetings. BPRD was making minor updates to its Comprehensive Plan, mostly internal changes and some changes to the trail system map to the Parks and Rec Area map. He had been meeting with County and City planning and other groups to talk about the updates which should be presented to the BPRD Board of Directors in the next couple of months. If anyone were interested in attending, he would provide dates.

City of Bend: Susanna Julber reported that last Friday the City had its first meeting with ODOT and DLCD to start looking at data sets through the recently adopted CFEC rules. Cities and counties must track their progress towards meeting statewide targets for greenhouse gas reductions much more robustly than in

the past. ODOT had retained parametrics to help get the City's data sets together over the next four or five months, establish baseline targets, and put in place a system to monitor each year and report the progress to the state.

ODOT Region 4: Mr. Shonkwiler said that he, Ms. Julber, and Janet met yesterday to talk about revamping and restarting the Revere Avenue rail crossing project in order to update the TAC and the MPO if it was interested. He knew Mr. Morehouse was plugging away on the US 20 facility plan. Final alternatives were being explored with the US 20 project right now.

Deschutes County BPAC: Mr. Thomson stated BPAC was likely to have one to three openings as of the end of June and if anybody knew anyone interested in serving on the committee, they should reach out to him.

ODOT: Mr. Morehouse noted ODOT was getting close to the end of the Highway 20 plan.

Commute Options: Mr. Potwin announced Commute Options' May Walk and Roll Challenge. Other May events for the organization would include an e-bike panel at Deschutes Brewery in Downtown Bend tomorrow; Portland lawyer Chris Thomas would speak about the new laws going into effect. Mr. Stroud would also be there.

10. Public Comment

None.

11. Next TAC Meeting

Mr. Deke announced the next TAC meeting would be held June 5, 2024, at 10:00 am.

12. Adjournment

Mr. Deke adjourned the meeting at 11:14 a.m.



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.