

Meeting Summary



BMPO Bend Metropolitan
Planning Organization

BMPO Technical Advisory Committee

Location: Board Room, Bend City Hall
710 NW Wall, Bend, Oregon

Date: June 5, 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)
Susanna Julber, City of Bend
Eric Lint, Cascade East Transit (CET)
James Dorofi, Citizen Representative
Brian Potwin, Commute Options
Tarik Rawlings, Deschutes County
Dave Thomson, Deschutes County BPAC
Ken Shonkwiler, ODOT Region 4
Casey Bergh, OSU Cascades

TAC Non-Voting Members

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

BMPO Staff and Other Attendees

Andrea Napoli, BMPO Senior Planner
Kelli Kennedy, BMPO Staff
Joel McCarroll, DKS Associates
Aaron Berger, DKS Associates
Quinn Kever, BPRD

Agenda Items

1. Call to Order and Introductions

Mr. Deke called the meeting to order at 10:03 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: May 1, 2024, TAC draft meeting summary (Attachment A)

Motion 1: Henry Stroud moved to approve the May 1, 2024, Technical Advisory Committee draft meeting summary as presented. Eric Lint seconded the motion which passed unanimously.

5. MTP Update: Draft Financially Constrained Project List

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

Aaron Berger, DKS Associates, presented an update via PowerPoint on the 2045 Metropolitan Transportation Plan (MTP). Key highlights included a review of project objectives, funding projections and selection of the financially constrained project list broken down by jurisdiction, as well as financially constrained totals including a revision of the Colorado Avenue Project C-6, which the TAC discussed. DKS would move forward with the assumption the TAC supported keeping just Phase 1 of Project C-6 and pushing Phase 2 into the aspirational list.

He also presented the prioritization process, highlighting the funding breakdown excluding developer exactions, the results of a climate-friendly area (CFA) sensitivity scenario, and the prioritization outcomes of the near-term, mid-term, long-term, and development driven project lists as well as next steps.

Questions from the Committee were addressed as follows:

- DKS would follow up on whether the new SDC methodology was used to determine the estimated \$654.5 million in revenue.
- Park District projects were not currently included in the final plan, but DKS would follow up, as the matter could be discussed.
- Staff's past projections had ended up being rather accurate.
- It was assumed building out would occur toward the center of town where the CFAs were located. Future CFA areas were not factored into current models. The CFA test was done as an exercise.
- MTP 2045 was indeed the new plan being worked on.
- The greater area between 3rd Street and US 97 was probably a better example than the Central Westside of where to apply the logic for active transportation modes.
- The sensitivity analysis did inform the prioritization which ended up impacting only four or five projects in deciding which to include in mid-term projects and which to push to long-term.

6. STBG Funding Update

Materials referenced: STBG Funding Update Memo (Attachment C)

Andrea Napoli updated via PowerPoint on the Surface Transportation Block Grant (STBG), highlighting the background, MPO uses of STBG funds, and the recent history regarding STBG funds now being provided to the MPO as State Highway Funds (SHF) after the passing of House Bill 2021. The new SHF funding allocations were 12 to 18 percent lower than the STBG amounts.

This winter Staff realized the MPO would be able to fully fund all awarded projects and programs and continue to fund MPO reserves, planning, and staffing by putting the reconciliation amount with ODOT into MPO's available funds, subtracting the 10 percent exchange fee, which no longer applied, from all STBG awards, and due to the decreased Streets budget since the City of Bend assumed the funding would come as federal dollars. For the next Metropolitan Transportation Improvement Program (MTIP), the MPO would need to revisit how to distribute future SHF funds due to the decreased amount.

Questions from the TAC were addressed as follows:

- Ms. Napoli doubted eliminating the grant program funded through STBG would happen, although the decision would be up to the Board.
- Staff had not heard that larger grant programs like RTP, Community Paths, etc., would shift from federal to state dollars. The issue in the future would be the HB 2021 funding amount was being locked in unless the legislation was modified.
- A lot of SHF dollars were limited to projects in the right-of-way which would cause issues with the biggest impact being the MPO's ability to help fund multi-use trail projects.
- Some federal transportation programs were funded based on a formula. Population was a primary factor in how funds were distributed across the state.

7. Member & Guest Roundtable

Deschutes County: Mr. Rawlings said they were finalizing their CFEC exemption letter and would probably submit it within a week or so, noting a maximum population of 199 people was forecasted in the county areas of the urban growth boundary that were not yet annexed. He would let the TAC know how the review of the exemption went.

CET: Mr. Lint reported CET just launched its first bus routes in Redmond which were deviated flex routes and part of CET's plan to roll out more service to Redmond. CET started testing increasing frequency on the Community Connector between cities with Route 3 on the west side, and would evaluate the delays caused by traffic, as improving the frequency was a big goal for CET. Andrea Breault would leave CET at the end of June, and CET would post a job announcement shortly. CET expected a junior position as well, so there will be two job postings.

BPRD: Mr. Stroud announced Quinn Keever would replace him on the TAC, but he would still work with BPRD and Quinn. After considering adaptive reuse, the STBG-funded Gilchrist Bridge had returned to the original plan to do the 30 percent design for a full bridge replacement. Ms. Keever would provide a schedule update at the next meeting. The City had stepped up with immediate money to re-deck the bridge and do minor improvements to the structure.

Ms. Keever reported participating in the statewide household travel survey, noting the survey asked good questions and she was impressed by the technology. Tyler confirmed the end of the survey period was approaching, adding he could do another presentation to the TAC on the survey. One of the follow-up surveys was about to kick off, looking at the impacts of e-commerce on travel behaviors.

ODOT Region 4: Mr. Shonkwiler reported that the Land Use Board of Appeals (LUBA) hearing was held last week for the Lava Butte path and he would give a more detailed update after ODOT heard back from LUBA on June 24th. If the ruling was favorable, construction was still on pause due to funding needs. ODOT hoped to construct for next year. Currently the Federal Lands Access Program had \$5.8 million for

the project. More preliminary engineering (PE) and construction funding was still needed. He just started reworking the Revere Avenue rail-crossing project with the City.

DLCD: Ms. Brewer shared that DLCD's Commission would meet in Bend at the end of June. She would email information to the group about the agenda, mainly focused on water and housing, and participating in the meeting. She thanked Mr. Lint in advance for DLCD's request for help to get a bus to do a housing tour with Lynne McConnell.

Mr. Deke said he would send TAC members the dates for the Oregon Transportation Commission (OTC) September meeting in Bend.

8. Public Comment

None.

9. Next TAC Meeting

Mr. Deke asked if the next TAC meeting should be held July 3, 2024, at 10:00 a.m., as he had heard some people may not work on July 3rd. Staff would send out potential alternate meeting dates and times.

10. Adjournment

Mr. Deke adjourned the meeting at 11:25 a.m.



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