

Agenda



BMPO Bend Metropolitan
Planning Organization

BMPO Policy Board

November 15, 2024

Hybrid Meeting

Location

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

Zoom webinar link

Webinar ID: 876 9798 3073
Passcode: bmpo
Phone: 1-888-788-0099

YouTube livestream

12:00 p.m. Policy Board Meeting

Start Time	Item	Information	Presenters
12:00	1. Call to Order & Introductions		Chair Campbell
12:05	2. Hybrid Meeting Guidelines		MPO Staff
12:07	3. Public Comment		Chair Campbell
12:10	4. Meeting Minutes	Attachments Attachment A: October 18, 2024, Policy Board draft meeting minutes. Action Requested Review and approve the October 18, 2024, Policy Board meeting minutes. Recommended Language for motion: <i>I move approval of the October 18, 2024, Policy Board draft meeting minutes as presented.</i>	Chair Campbell

12:13	5. MPO Boundary – Tumalo	<p>Background After each decennial census, the Census Bureau adjusts the Urbanized Area Boundary (UZA) and Federal Aid Urban Boundary (FAUB) for every city to reflect population growth and land use changes. State DOTs then work with cities to adjust the FAUB to incorporate local conditions. The MPO boundary must include all areas identified within the FAUB. The Tumalo area in the existing MPO boundary is no longer required. Prior to making changes to the boundary at Tumalo, the MPO Policy Board requested public input. Staff will review results of outreach efforts to Tumalo residents.</p> <p>Attachments Attachment B: MPO Boundary Update Map. Attachment C: Tumalo Resident Comment Log.</p> <p>Action Requested Finalize boundary adjustments. Recommended language for motion: <i>I move approval of the MPO boundary adjustments...</i></p>	Andrea Napoli & Tyler Deke
12:30	6. Budget Committee Appointments	<p>Background The Budget Committee has 3 vacancies. An application process was advertised through news releases, web site messaging and emails to interested party lists. A subcommittee of the Policy Board reviewed the applications.</p> <p>Attachments Attachment D: Applicants and recommended terms.</p> <p>Action Requested Appoint members to the Budget Committee Recommended language for motion: <i>I move to appoint [names] to the Budget Committee to serve the terms as shown on the table.</i></p>	Chair Campbell & Staff
12:40	7. MPO Bylaws & Establishment IGA	<p>Background The Board initiated a review of the MPO establishment IGA and bylaws at the October meeting. Staff will continue the discussion and overview of possible updates.</p> <p>Attachments</p>	Tyler Deke

		<p>None. The MPO establishment IGA and MPO Bylaws were included in the October meeting packet.</p> <p>Action Requested Provide input and direction to staff on possible updates to the IGA and Bylaws.</p>	
12:55	8. MPO Work Schedule, Strategic Plan, Goals	<p>Background Staff will review the 5-year work program and discuss possible development of a strategic plan and goals.</p> <p>Attachments None. Information will be shared at the meeting.</p> <p>Action Requested Review 5-year work program, discuss possible next steps and provide direction to staff.</p>	Tyler Deke
1:05	9. 2025 State Legislative Session – MPO Engagement	<p>Background The Oregon Legislature is expected to consider transportation funding legislation during the 2025 legislative session. Staff will briefly discuss options for Policy Board engagement.</p> <p>Attachments None.</p> <p>Action Requested Discuss options for Policy Board engagement.</p>	Tyler Deke
1:10	10. 2025 Policy Board Meeting Schedule (Tentative)	<p>Background Staff will review meeting dates and times for 2025.</p> <p>Attachments Attachment E: Proposed 2025 Policy Board Meeting Schedule.</p> <p>Action Requested Discuss/confirm meeting schedule for 2025.</p>	Tyler Deke
1:15	11. Other Business	<p>Time for Policy Board members to provide updates on current projects and planning efforts and request future meeting topics.</p> <ul style="list-style-type: none"> • US97 North Corridor signage • The next meeting of the BMPO Policy Board is scheduled for December 20, 2024, at 12:00 p.m. 	Chair Campbell & Staff

1:25	12. Public Comment		Chair Campbell
1:30	13. Adjourn		Chair Campbell



Accommodation Information for People with Disabilities

This meeting/event location is accessible. Sign language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, or any other accommodations are available upon advance request. Please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122; Relay Users Dial 7-1-1. Providing at least 3 days’ notice prior to the event will help ensure availability.



BMPO Bend Metropolitan
Planning Organization

Meeting Minutes

BMPO Policy Board

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

Date: October 18, 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, left at 1:38 p.m.
- Ariel "Ari" Mendez, Bend City Councilor
- Omar Ahmed, Oregon Department of Transportation (ODOT) Central Oregon Area Manager

BMPO Staff and Other Attendees

- Tyler Deke, BMPO Manager
- Andrea Napoli, BMPO Senior Planner
- Kelli Kennedy, BMPO Staff
- Greg Bryant, BMPO Technical Advisory Committee (TAC)
- Janet Hruby, City of Bend
- David Abbas, City of Bend
- Bob Townsend, Cascades East Transit (CET)
- Chris Doty, Deschutes County
- Diane, member of the public
- Carl Shoemaker, member of the public

Agenda Items

1. Call to Order and Introductions

Chair Campbell called the regular meeting to order at 12:02 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

3. Public Comment

Chair Campbell called for public comment.

Greg Bryant encouraged the MPO to make a financial contribution to support the Deschutes County Bike and Pedestrian Advisory Committee's annual summit.

Chair Campbell requested that Staff add a discussion on the possibility of sponsoring the summit to the agenda for the next meeting.

4. Meeting Minutes

Materials referenced: September 20, 2024 Policy Board draft meeting minutes (Attachment A in the agenda packet)

Motion 1: Ariel Mendez moved approval of the September 20, 2024 Policy Board draft meeting minutes as presented. Phil Chang seconded the motion which passed 3 to 0.

5. City Procurement Procedures - Resolution

Materials referenced: Resolution 2024-06 (Attachment B in the agenda packet)

Manager Deke explained the intergovernmental agreement (IGA) designating the City of Bend as the administrative and fiscal agent for the MPO was silent on procurement procedures and Resolution 2024-06 would allow the MPO to use the City of Bend's procurement procedures.

Motion 2: Ariel Mendez moved to adopt Resolution 2024-06 authorizing the MPO to use the City of Bend's procurement policies and procedures. Phil Chang seconded the motion which passed 3 to 0.

The MPO addressed Agenda Items 7 and 8 at this time before returning to Agenda Item 6.

6. MPO Bylaws and Establishment IGA

Materials referenced: MPO Establishment IGA (Attachment C in the agenda packet)
MPO Bylaws (Attachment D in the agenda packet)

The MPO addressed this agenda item directly after Agenda Item 8.

Manager Deke led a discussion on potentially adding a member from Cascades East Transit (CET) to the Policy Board and updating the voting structure. The Board discussed concerns about the possibility of a Central Oregon Intergovernmental Council (COIC) Board Member from outside of the Bend MPO area being appointed to the Board, noting it was more warranted for the CET Director or their designee to fill the position due to their local interest and expertise.

Bob Townsend, current COIC Transportation Director/CET Director, stated it was appropriate for the CET to have a voting seat on the MPO Board, although discretion would be held about

which issues the CET would vote on, and he noted the complexity of having a mixture of Staff members and elected officials working together on the MPO Board.

The Board discussed the language from the previous Bylaws regarding new transit districts and the importance of being specific about who could fill in for elected City or County MPO Board members as representatives of the public. There was consensus around including the CET Director on the Board and revisiting the matter if CET became a transit district.

Discussion continued regarding reorganizing the current MPO voting structure with favor given to the possibility of having only two City Council members on the Board and giving them each one vote, adding one more voting member from CET, maintaining an odd number for split decisions, and considering requiring a super majority vote to approve actions rather than a simple majority vote.

Concerns were expressed over the challenges of the unanimity requirement for making changes to the Bylaws document. Staff confirmed that decisions could be nullified in the future if needed, and the unanimity requirements for making changes to the Bylaws document could be revised to require only a super majority vote. There was further discussion on the process of appointing alternate voting members and only using Staff members with transportation expertise as alternates.

Manager Deke presented several other proposed changes to the MPO Bylaws. The Board discussed clarification of the MPO Manager's role including the authority to sign contracts for less than \$25,000; possibly increasing the quorum requirement to four Board members; the possibility of the two local residents serving on the MPO's Technical Advisory Committee (TAC) also serving on the Budget Committee; allowing the MPO Chair the discretion to decide who can speak during meetings, allowing ex officio participation in discussions by TAC members; possibly receiving committee updates during the Public Comment period; having Staff provide a biannual financial update to the Policy Board; and amending the IGA establishing the MPO to include CET which would require approval by ODOT, the County Commission, the City Council, and the COIC Board.

The MPO addressed Agenda Item 9 at this time.

7. Bend Pedestrian Network Implementation Plan (PNIP)

Materials referenced: The Bend PNIP is available at

<https://www.bendoregon.gov/government/departments/transportation-mobility/traffic-engineering/pedestrian-network-plan>

The MPO addressed this agenda item immediately following Agenda Item 5.

Janet Hruby presented the updates to Phase 1 of the citywide Pedestrian Master Plan including information on the expected timeline, new maintenance equipment, data analysis done by Kittelson & Associates to prioritize projects, and next steps.

Questions and comments from the Board were addressed about prioritizing snow clearing on roundabouts, bridges, and key bicycle and pedestrian routes during the winter; thanking the MPO for supporting the purchase of new road and snow maintenance equipment; increasing access to walksheds as a part of the Transportation System Plan (TSP) ; identifying and addressing barriers to walkshed access; the systems being used to prioritize projects; and addressing the higher risks in transportation safety in areas with lower living costs and other specific areas based on park and school locations and school boundaries.

8. Think Bike Workshop by Dutch Cycling Embassy – Outcomes and Next Steps

Janet Hruby talked about the visit from the Dutch Cycling Embassy in July 2023 and their efforts toward the Safe Streets Workshop including completing case studies and creating recommendations for the City of Bend. She elaborated on the recommendations and the actions currently being taken by the City to promote bicycle travel and safety.

The Board discussed the complexity around making bicycle travel and safety intuitive; creating a legal framework to support bicycle rights-of-way and under- or overcrossings; concerns about using system development charges (SDCs) to fund the expansion of walking or biking transportation systems; creating a quantifiable data methodology for SDCs; maintaining travel routes during the winter; embracing new technologies, such as electric bikes, training the public to navigate roundabouts safely, teaching young people to use bikes and public transit; the common goal between other cities and ODOT to reduce vehicle traffic; possibly working with the League of Oregon Cities Transportation Committee to support transportation legislation during the upcoming legislative session; specific language being used to create excitement or add clarity to definitions; and the possibility of creating consistent signage for neighborhood greenways.

The MPO returned to Agenda Item 6 at this time.

9. MPO Work Schedule, Strategic Plan, and Goals

This item was addressed directly after Agenda Item 6. The Board consented to move Agenda Item 9 to the next MPO meeting.

10. Other Business

Chair Campbell, Ari Mendez, and Omar Ahmed agreed to serve on the Subcommittee for reviewing Budget Committee applications.

Manager Deke reported that a Federal Highway Administration (FHWA) representative had given a high-level overview of what they were working on at the last OMPOC meeting. The Board agreed it would be helpful to hear from the FHWA representative again at an MPO meeting, especially for further information regarding Federal Lands Access Program (FLAP) Grants.

Manager Deke noted a grant had been received to facilitate the Transportation Safety Action Plan (TSAP) update, which would require input from the MPO Policy Board, the TAC, and the Bend City Council. The Board recommended presenting to the entire City Council or a subcommittee – the Chair and MPO Manager would work with the City Manager to determine which – as the City of Bend would be responsible for implementing the resulting outcomes of the TSAP update and the Capital Improvement Plans.

Chair Campbell reminded the Board members they could reach out to her or MPO Staff with agenda requests. The next scheduled meeting of the Policy Board would be November 15, 2024, at 12:00 p.m.

11. Public Comment

Chair Campbell called for public comment. There was none.

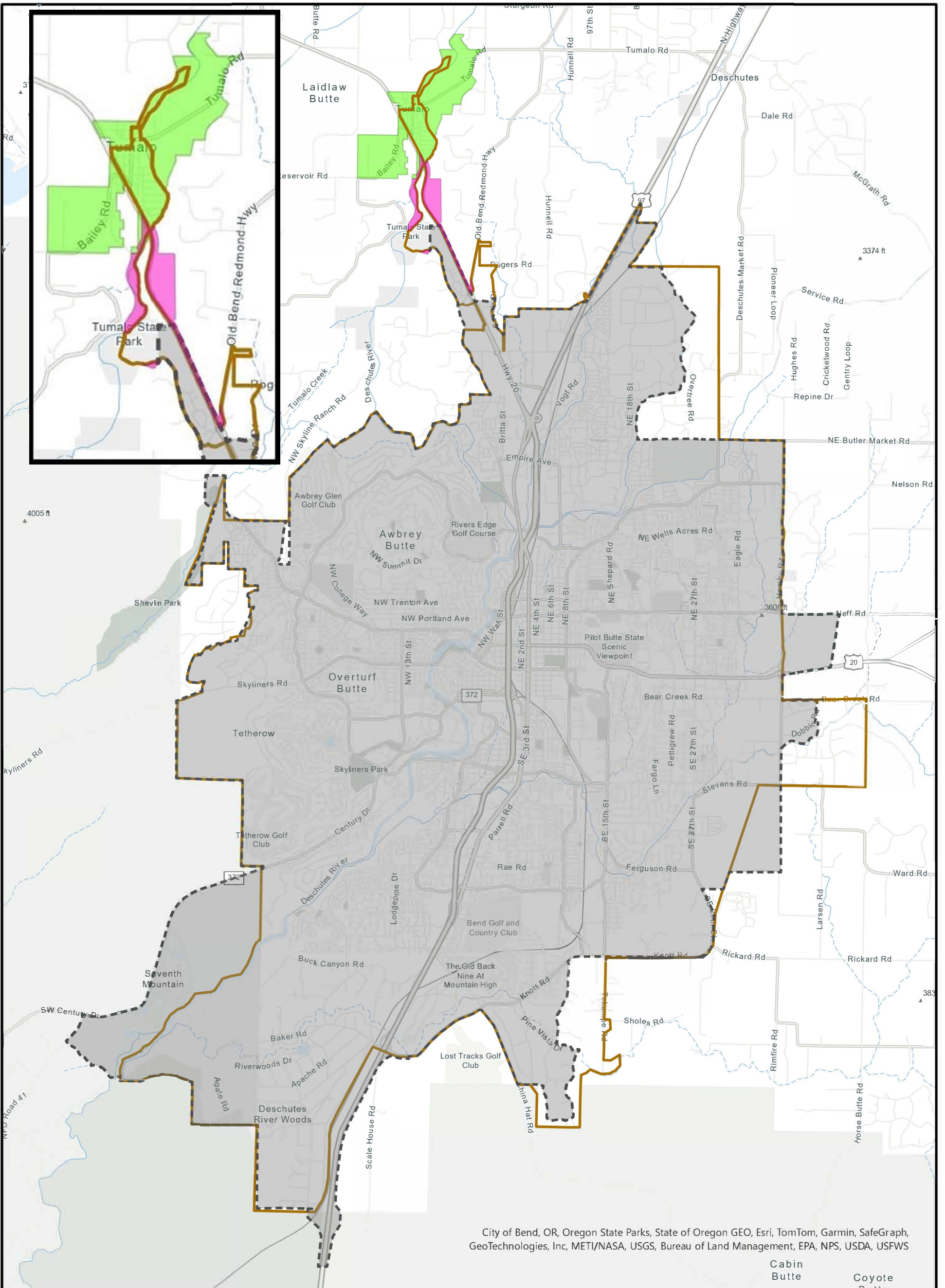
12. Adjournment

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



Accommodation Information for People with Disabilities

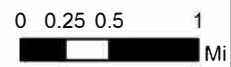
To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122. Relay Users Dial 7-1-1.



City of Bend, OR, Oregon State Parks, State of Oregon GEO, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

MPO BOUNDARY UPDATE

- Tualo Unincorporated Community
- Adjusted Federal Aid Urban Area Boundary (required area)
- Existing MPO Boundary (2017)
- Policy Board Boundary Revision, Pending



BEND MPO
Metropolitan Planning Organization

Map prepared by, City of Bend
Print Date: Nov 07, 2024
Sources: City of Bend, Deschutes County

This map is for reference purposes only. Care was taken in the creation of this map, but it is provided "AS IS." Please contact the City of Bend to verify map information or to report any errors.

2024 MPO Boundary Update - Tumalo Outreach Public Comment Log

Comment Period: 10/8/2024 through 11/6/2024

RESULTS	
YES	14
NO	13
UNDECIDED	1
Not Counted*	2

*Not included in count - additional comment from individual whose position already counted in total.

No.	Date Received	Name	YES/NO/UNDECIDED (re: inclusion in boundary)	Comment Received	MPO Response
01	10/15/2024	Harty, Tammy	NO	I do not want Tumalo to be included in the MPO boundary - We are an unincorporated community and want to stay that way. It is not intended to be a city. I don't want transportation projects pushed on us - no bus stops, etc. We like the rural feel and lifestyle that Tumalo is and want it to stay that way. IF it were to be included in an MPO, that would change. I want Tumalo to stay the way it is. Please DO NOT vote to include all of Tumalo in the MPO.	N/A
02	10/15/2024	Duenwald, Sarah	YES	Myself and my neighbors are all for keeping us within the Bend boundary	N/A
03	10/15/2024	Rosario, Madeline	YES	We would LOVE for the boundary to be extended to include our residence on Bailey Rd. We currently have one elementary student at Northstar and one 6th grader at Skyview Middle. It has been a hardship this year on us driving. We do 4 trips each day and I was unable to continue working due to our inability to get our students on the bus. Please consider changing the boundary to include our road. Redmond is much further and doesn't make sense for families who drive. Thanks!	Thank you for your comment about the Bend Metropolitan Transportation Organization (MPO) boundary topic our board will be deciding on next month. I read thru both of your comments and want to clarify that the MPO boundary doesn't influence the Bend-LaPine School District boundaries. The Bend MPO boundary modification has more to do with areas being eligible for more funding for transportation projects on roadways - like intersection safety improvements, sidewalks, bikeway improvements, multi-use paths, transit stops, etc.. If Tumalo were outside of this boundary, this type of funding would likely be more difficult for that area to get. Please let me know if you have any questions. Happy to help.
04	10/15/2024	Wright, Nicole	YES	Thank you for including us. Does being in the MPO have any influence on inclusion in the Urban Growth Boundary? Tumalo should not be in the Urban Growth boundary ever. The only reason to keep Tumalo in the MPO would be access to improved utility infrastructure planning or dollars. Tumalo has benefited from the recent Hwy 20 roundabout improvements; if that was associated with the MPO then staying in the boundary seems of benefit.	Thanks for your comment about the possible MPO boundary modification to include/exclude Tumalo. To answer your question – no, the MPO boundary does not influence a city's UGB. When scoping areas for a possible UGB expansion, the city of Bend does not factor in the location of the MPO boundary. An area being within an MPO allows access to more funds for transportation projects and programs like sidewalks, bikeway improvements, multi-use paths, bus shelters, intersection safety projects (ex: Tumalo being within the MPO assisted in the funding for the new roundabouts to be constructed). Please feel free to reach out with any other questions. I'm happy to help.
05	10/15/2024	Tolve, Jane	YES	Please expand MPO boundaries to include Tumalo Bailey Road area.	N/A
06	10/15/2024	O'Connor, Colleen	YES	Public transportation would be a benefit (Tumalo to Bend - and back) for winter time!	Thank you for your comment about the possible modification of the Bend Metropolitan Transportation Organization (MPO) boundary. For clarification, being within an MPO allows populated areas more access to funding for transportation projects – while this could certainly be for transit-related projects like bus shelters, sidewalks to bus stops, ect – it wouldn't actually fund the bus service, itself. I know that Cascades East Transit has tried to put a Tumalo stop on their Bend-Sisters/Sisters-Bend route, but there was quite a bit of local opposition. Please let me know if you have any questions. I'm happy to clear anything up. Thanks, again.
07	10/15/2024	Lamkin, Jeff	NO	I am Not in favor of being incorporated in the City Of Bend. My vote is OUT	N/A
08	10/15/2024	David, Stacy	NO	I do NOT want Tumalo to be included in the MPO boundary.	N/A
09	10/16/2024	McDevitt, Michelle	NO	Being part of the MPO does not benefit the citizens of Tumalo It's a push to implement liberal Bend policies (mandatory sewer/water connection, bus stops, higher taxes, stifling personal property rights). I would put money on the fact that most Tumalonians do not want this as expressed during your "discovery phase" in 2022 and 2023 with locals. You have already forced changes to the roads (hwy 20) and paths (you put a public bike path directly in a local citizens yard, Do not "Bend" Tumalo.	N/A

No.	Date Received	Name	YES/NO/ UNDECIDED (re: inclusion in boundary)	Comment Received	MPO Response
10	10/16/2024	Osborn, Michael	YES	I'm OK with Tumalo being within the MPO boundary, but ONLY if it does not then become subject to the City of Bend's authority for changes in classification, city development boundary, etc. Thanks. M.	Thanks for your comment on the MPO boundary. Wanted to reach out to confirm that Bend's city limits and Urban Growth Boundary (UGB) are completely separate from the MPO's boundary. The location of an MPO boundary has no influence and is not a factor when a city is looking to expand their UGB or annex land. Please let me know if you have other questions. Happy to clear anything up.
11	10/16/2024	Fraleley, Jeannie	NO	I apposed the MPO Foundry. We have a large group of Tumalo residents who have been very interested in the way Tumali grows. I have been working with the sewer project from the start 2 1/2 years now. The residents trust the sewer team. I had major surgery yesterday, and could not attend. The bite has more non residents than residents who go there. I would like to take this to the residents, abd let them decide. We are not Bend, abd never will be. We are a unique community of people.	<p>Thank you for providing comments regarding the inclusion or exclusion of Tumalo in the MPO boundary. The MPO Policy Board, the decision-making body, is made up of elected officials and county commissioner Phil Chang represents unincorporated areas within the MPO (like Tumalo and Deschutes River Woods). In regards to having more Tumalo representation, we currently have two at-large public positions on our Technical Advisory Committee (advisory committee to the Policy Board) and are in process of potentially revising those bylaws to include one at-large member, one Deschutes River Woods representative, and one Tumalo representative (should the board decide to keep Tumalo in), for a total of three public seats. If that all comes to fruition, we'll be reaching out using the county's email list from the Tumalo Community Plan and any other recommendations (including yours). I'd also like to clarify that the funding that's associated with being within an MPO boundary is used for things like sidewalks, bikeway improvements, bus shelters, and roadway safety improvements. MPO's are not involved with sewer projects, only transportation.</p> <p>Please keep in mind that all MPO Policy Board meetings are public meetings and we have a virtual attendance option should you and others want to attend (there is a Public Comment section at the beginning and end of all meetings). We post the agenda on that webpage a week prior so you'll be able to see if there's anything of interest to you.</p> <p>I also want to mention that at The Bite, we asked those who approached if they lived in Tumalo prior to noting their feedback on the boundary, since we were only looking for resident input.</p> <p>I realize that "MPO" isn't a household word, so the three of us that staff the MPO expect that what we are/do/how we operate isn't common knowledge. That said, please let me know if there is anything I can help clear up – I'm happy to help.</p>
12	10/16/2024	Fraleley, Jeannie	Not Counted*	<p>I would like to propose that you have at least three Tumalo residents involved with the planning aspect for Tumalo. I've asked Peter Gutowski to please include me with any decisions concerning Tumalo. We have an amazing Tumalo team that has been working together for the last 3 years. We have a sewer district board who will be elected on the 5th. I am one of those nominees.</p> <p>I propose that you involve us with any decision making. We have earned the trust of the residents there. One thing they do not like is decisions being made without including them.</p> <p>This was sent to me by a friend, I was not informed of this prior to the meeting yesterday.</p> <p>If you want the trust of the residents, you need to include one of the board members of the sewer district.</p>	See comment above to same person.

No.	Date Received	Name	YES/NO/ UNDECIDED (re: inclusion in boundary)	Comment Received	MPO Response
13	10/16/2024	Devol Nadon, Patricia	YES	A concern I have is removing of farm property if the city of Bend gets involved the sprawl of houses around Bend is disgusting. I fear resources are being used up. If you can guarantee this won't happen I'm in for improved transportation more turn lanes off highway 20 for safe turns fewer rear endings.	<p>Thank you for your comment on the MPO Boundary at Tumalo. I want to reach out to assure you that the Bend MPO boundary does not at all influence a city's Urban Growth Boundary or annexation. Although our office is housed within city offices, we are a completely separate entity – a federally-required one for regional transportation planning purposes, only. MPO's have no control over how a city decides to expand. For an unincorporated community like Tumalo, being within an MPO boundary allows for more funding than would be available otherwise for things like roadway safety projects, construction of sidewalks/bikeways, roadway safety studies, and other studies/plans specific to transportation.</p> <p>I completely understand that MPO's are a lesser known entity, so I expect questions and some confusion differentiating us from a city or county. Think of us as a roundtable for transportation for the greater Bend area, with ODOT, city of Bend, Deschutes Co (representing Tumalo & Deschutes River Woods), Cascades East Transit, Bend-LaPine Schools, OSU/COIC, parks/rec, and Federal Highway Administration (FHWA) all at the table to discuss collective issues on transportation.</p> <p>Please let me know if you have other questions – I'm happy to clear anything up.</p>
14	10/16/2024	Young, Corie	YES	Might help to address publicly or on this info page —How has the tumalo community benefited (real life examples) by being in the MPO since 2012? What does it look like practically speaking if you own/develop in the boundary. Future anticipated sample benefits to be in MPO? **Nextdoor app knee jerk reactions are to get the perhaps wrong impression of what MPO means - especially those who have issues with Bend city anything :) as if Bend is trying to swallow Tumalo, bring its politics etc. 10/24/2024 HER RESPONSE TO MPO RESPONSE EMAIL: You can mark me yes:) Thank you so much for your thoughtful responses:)	<p>Thank you for commenting on the MPO boundary and Tumalo. I've copied the questions from your email, below, and have responded in red:</p> <p>How has the tumalo community benefited (real life examples) by being in the MPO since 2012? The roundabouts on Hwy20 at Tumalo would likely had not been constructed without Tumalo having been in the MPO. The Tumalo area has been eligible for other pots of funding since that time that they would not have been eligible for otherwise.</p> <p>What does it look like practically speaking if you own/develop in the boundary. MPO's have no land use authority, so they do not make any decisions on how a community grows – that lies with counties and cities. Think of the MPO as a roundtable for transportation for the greater Bend area, with ODOT, city of Bend, Deschutes Co (representing Tumalo & Deschutes River Woods), Cascades East Transit, Bend-LaPine Schools, OSU/COIC, parks/rec, and Federal Highway Administration (FHWA) all at the table to discuss collective issues on transportation.</p> <p>Future anticipated sample benefits to be in MPO? **Nextdoor app knee jerk reactions are to get the perhaps wrong impression of what MPO means - especially those who have issues with Bend city anything :) as if Bend is trying to swallow Tumalo, bring its politics etc. For an unincorporated community like Tumalo, being within an MPO boundary allows for more funding than would be available otherwise for things like roadway safety projects, construction of sidewalks/bikeways, roadway safety studies, and other studies/plans specific to transportation.</p> <p>I completely understand that MPO's are a lesser known entity, so I expect questions and some confusion differentiating us from a city or county. Please let me know if you have other questions – I'm happy to clear anything up. SECOND EMAIL SENT: Oops, forgot to let you know that we have your comment marked as "undecided". Please let me know if it should remain that way, or to change to "yes" or "no" as far as Tumalo remaining in the MPO boundary.</p> <p>Thanks, again.</p>

No.	Date Received	Name	YES/NO/ UNDECIDED <small>(re: inclusion in boundary)</small>	Comment Received	MPO Response
15	10/16/2024	Lillis, Dawn	UNDECIDED	Many roads in unincorporated Tumalo are private and others are unimproved roads/streets. Transportation issues such as traffic congestion, traffic safety, excessive commercial parking, and river congestion need to be addressed and improved before transportation is increased.	<p>Thank you for your comment on the MPO Boundary at Tumalo. I want to reach out to assure you that an MPO's boundary does not at all influence how a city or county approves growth. MPO's have no land use authority, that lies with cities and counties. MPO's are a completely separate entity – a federally-required one for regional transportation planning purposes, only. For an unincorporated community like Tumalo, being within an MPO boundary allows for more funding than would be available otherwise for things like roadway safety projects, construction of sidewalks/bikeways, roadway safety studies, and other studies/plans specific to transportation. For example, the roundabouts at Tumalo would likely not have been constructed without having been within an MPO boundary.</p> <p>I completely understand that MPO's are a lesser known entity, so I expect questions and some confusion differentiating us from a city or county. Think of us as a roundtable for transportation for the greater Bend area, with ODOT, city of Bend, Deschutes Co (representing Tumalo & Deschutes River Woods), Cascades East Transit, Bend-LaPine Schools, OSU/COIC, parks/rec, and Federal Highway Administration (FHWA) all at the table to discuss collective issues on transportation.</p> <p>Please let me know if you have any questions – happy to clear things up. Also, we currently have your comment marked as “undecided” in regards to whether Tumalo should remain within the MPO boundary. Please let me know if that should change to a “yes” or “no”, or remain as is.</p>
16	10/16/2024	Larson, Christine	NO	It appears Tumalo has not had any advantages. Would this preclude all the approvals by two of our commissioners that allow our wells to go dry with all their approvals? Would we get a center piece for the roundabouts? Small town is what Tumalo is valued for. Less government the better.	N/A
17	10/17/2024	MacCrone, Patrick	NO	We like Tumalo rural, that's why we live here. As a almost 30 year resident of Tumalo I do not want CET or any other transit system in our community.	N/A
18	10/17/2024	Mooers, Jim	YES	I vote to stay in on the MPO.	N/A
19	10/17/2024	Craig, Amber	NO	Do not include Tumalo in the MPO. Many changes that have already been made are a pain, and people still don't use them. If included prices and population will go up. This is not a good thing. No to MPO!	N/A
20	10/18/2024	Ingman, Cynthia	NO	Tumalo does not need to be included in the MPO. We do not need MORE TAXES and more people coming to Tumalo. The beauty of Tumalo needs to be maintained. There's been enough intrusion as it is. NO to the MPO.	N/A
21	10/19/2024	Hayes, Gordon	NO	I think Tumalo should be out of the MPO boundary. Whoever designed and approved the Tumalo Round-a-bout and included Wood Ave for traffic flow should be looking for another job. We build an elaborate bike path and undercrossing yet put bar traffic through a quiet neighborhood.	N/A
22	10/20/2024	Rosario, Dante	YES	I am for Tumalo being incorporated in the MPO as my kids are enrolled in Bend grade schools and middle schools, but we have no access to bus services. My wife and I had to adjust our work schedules in order to accommodate driving our kids separately to and from school despite the fact that a bus passes our house daily.	N/A

No.	Date Received	Name	YES/NO/ UNDECIDED <small>(re: inclusion in boundary)</small>	Comment Received	MPO Response
23	10/20/2024	Rosario, Madeline	Not Counted*	<p>I live at 64420 Bailey Rd, in Bend. I am a Bend native, and we moved here with our 2 school aged boys in 2022 from Awbrey Butte. We now transfer every year back to Bend Schools because we are zoned for Redmond. Our neighbors however are zoned for Bend, and the border is little confusing.</p> <p>We would greatly benefit from the MPO Boundary changing to include our address because we would then have access to bus service. The Bend-Lapine bus route does indeed pass our house but we are not allowed to ride it. I have applied for the courtesy ride for both our children but am awaiting response.</p> <p>I had to quit my job of 3+ years as I do 4 trips per day (drop off and pick up at Northstar Elementary and drop off and pick up at Skyview Middle). We have been trying to coordinate car pools with other Tumalo parents but it is tricky.</p> <p>We would hope that the board will strongly consider including our address on Bailey Road, as it would greatly help families in our area. We are much closer to North Star Elementary than our Redmond alternate.</p> <p>Thank you for listening and for your consideration</p>	Response already sent w original comment.
24	10/20/2024	Sie, Deborah	NO	<p>As a Tumalo resident, I definitely do not want to be included in the Bend MPO boundary. That is why I chose to live in Tumalo, a much more rural community. I do not believe or want to participate in many of Bend's initiatives. I do not want to be a sanctuary city. I do not want to be a "smart" city or a 15 minute city. Please respect our boundaries and leave us out of Bend. We have not had a voice in Bend City politics and therefore it would not be fair to impose this upon us.</p>	<p>Thank you for your comment on the MPO Boundary at Tumalo. I want to reach out to assure you that an MPO's boundary does not at all influence how a city or county approves growth. MPO's have no land use authority: that lies with cities and counties. MPO's are a completely separate entity – a federally-required one for regional transportation planning purposes, only. For an unincorporated community like Tumalo, continuing to be within an MPO boundary allows for more funding than would be available otherwise for things like roadway safety projects, construction of sidewalks/bikeways, roadway safety studies, and other studies/plans specific to transportation. For example, the roundabouts at Tumalo would likely not have been constructed without having been within an MPO boundary.</p> <p>I completely understand that MPO's are a lesser known entity, so I expect questions and some confusion differentiating us from a city or county. Think of us as a roundtable for transportation for the greater Bend area, with ODOT, city of Bend, Deschutes Co (representing Tumalo & Deschutes River Woods), Cascades East Transit, Bend-LaPine Schools, OSU/COIC, parks/rec, and Federal Highway Administration (FHWA) all at the table to discuss collective issues on transportation.</p> <p>I'm not at all trying to sway you to change your vote of "no" on Tumalo remaining within the MPO boundary, just wanting to help clarify what it means to stay (or not) within the MPO boundary.</p>
25	10/15/2024	Greene, Amber	YES	Whole portion [include].	N/A
26	10/15/2024	Meyer, Gary	YES	All green [areas - include].	N/A
27	10/15/2024	Gelman, Ed	YES	Include more!	N/A
28	10/21/2024	Cody, Karen	NO	Please leave Tumalo out of any development whatsoever. We do NOT need transportation or any more government money. As it is, a bike path was built under ground (near Tumalo school) and I've never seen even 1 person use it, nor any bikes although I've directed them to it. Leave Tumalo alone.	N/A
29	10/21/2024	Teirlynck, Yves	NO	OUT 1] What is a 'benefit' to some is a waste of tax money to others. Tumalo's only purpose seems to be to collect more funding which can be spent discretionary across the MPO. 2] Some of the proposals already raised as part of the Tumalo strategic plan were out of touch with reality. 3] Geographically, the boundaries do not make any sense. Just have a look at the map : Tumalo does not really fit in there. Government's uncontrolled spending is the root cause of inflation. Please stop it !	N/A
30	10/22/2024	Hansen, Darren	YES	As a Tumalo business operator and homeowner, continuing to be part of the MPO makes sense to continue interagency coordination and enhance transportation related funding.	N/A

BMPO Budget Committee Applicants and Recommended Terms

<i>Resident/Citizen Members</i>	Term Start	Term End
<i>Chuck Arnold</i>	7/1/2024	6/30/2025
<i>Janet Gregor</i>	7/1/2024	6/30/2027
<i>Patrick Walsh</i>	7/1/2024	6/30/2027

2025 Meeting Schedule

BMPO Policy Board

In 2024, BMPO Policy Board meetings were typically held from 12:00 p.m. to 1:30 p.m. on the third Friday of each month.

It is proposed that the same scheduling pattern continue for the calendar year 2025, unless Policy Board discussion identifies new scheduling needs – either for the whole year or select dates.

Proposed 2025 Policy Board meeting dates:

- Jan 17 (Friday)
- Feb 21 (Friday)
- Mar 21 (Friday)
- Apr 18 (Friday)
- May 16 (Friday)
- Jun 20 (Friday)
- Jul 18 (Friday)
- Aug 15 (Friday)
- Sep 19 (Friday)
- Oct 17 (Friday)
- Nov 21 (Friday)
- Dec 19 (Friday)



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.