

Agenda



BMPO Policy Board

February 21, 2025

Hybrid Meeting

Location

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

Zoom webinar link

Webinar ID: 851 5363 6560
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		Vice Chair Chang
12:04	2. Hybrid Meeting Guidelines		MPO Staff
12:06	3. Public Comment		Vice Chair Chang
12:10	4. Elect Chair and Vice Chair	<p>Background The Policy Board Bylaws state that the Policy Board shall elect the Chair and Vice Chair at the second meeting of the calendar year. The positions will be for the current calendar year.</p> <p>Attachments None.</p> <p>Action Requested Election of officers for calendar year 2025.</p>	Vice Chair Chang

		Recommended language for motion: <i>I move that [name] serve as Chair and [name] serve as Vice Chair of the BMPO Policy Board for 2025.</i>	
12:18	5. Meeting Minutes	<p>Attachments</p> <p>Attachment A: December 20, 2024, Policy Board draft meeting minutes.</p> <p>Attachment B: January 24, 2025, Policy Board draft meeting minutes.</p> <p>Action Requested</p> <p>Review and approve the December 20, 2024, draft Policy Board meeting minutes and the January 24, 2025, draft Policy Board meeting minutes.</p> <p>Recommended language for motion: <i>I move approval of the December 20, 2024, Policy Board draft meeting minutes and the January 24, 2025, Policy Board draft meeting minutes, as presented.</i></p>	Chair
12:20	6. MTIP Amendment	<p>Background</p> <p>One amendment to the 2024-2027 MTIP is proposed. The amendment is to add a transit project.</p> <p>The amendment was noticed on the www.bendoregon.gov/news webpage and through email notification to BMPO email lists and news media. Any comments received will be discussed at the Board meeting.</p> <p>Attachments</p> <p>Attachment C: Public notice, which includes a summary of the proposed amendment.</p> <p>Attachment D: Public comment record, as of February 14, 2025.</p> <p>Action Requested</p> <p>Review and consider approval of the proposed amendment.</p> <p>Recommended language for motion: <i>I move approval of the proposed amendment to the 2024-2027 MTIP as presented.</i></p>	Kelli Kennedy
12:25	7. Cascades East Transit (CET) Funding	<p>Background</p> <p>A prior Policy Board awarded STBG funding to CET to develop a transit modeling tool. CET</p>	Tyler Deke

	Reallocation Request	<p>utilized a different funding source to develop that tool and is requesting to use the STBG funds for its bus stop improvement program.</p> <p>Attachments None.</p> <p>Action Requested Approve CET request to reallocate the STBG funding.</p> <p>Recommended language for motion: <i>I move approval of CET's request to reallocate previously awarded funding to its bus stop improvement program.</i></p>	
12:30	8. Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC) Annual Summit Funding Request	<p>Background Deschutes County BPAC will host the Tri-County Bicycle and Pedestrian Summit on April 10. BPAC is requesting MPO funding for the cost of the room reservation for the Summit.</p> <p>Attachments None.</p> <p>Action Requested Approve BPAC funding request.</p> <p>Recommended language for motion: <i>I move approval of MPO sponsorship of \$125 for the 2025 Tri-County Bicycle and Pedestrian Summit</i></p>	Tyler Deke
12:35	9. Oregon MPO Consortium Representation	<p>Background The Oregon MPO Consortium (OMPOC) is a voluntary forum for MPOs to work together on matters of mutual interest and statewide significance. The OMPOC typically meets 3-4 times each year.</p> <p>Attachments None. More information is available on the OMPOC website.</p> <p>Action Requested Appoint two Policy Boards members to OMPOC.</p> <p>Recommended language for motion: <i>I move that [name] and [name] serve as BMPO representatives to OMPOC for 2025.</i></p>	Tyler Deke

12:40	10. Federal Safety Performance Measures	<p>Background Federal transportation legislation established performance requirements for state DOTs and MPOs. Staff will provide an overview of the safety performance requirements and options for addressing the requirements. Staff recommends the Policy Board support the ODOT safety performance targets and consider development of locally specific safety targets through development of the Transportation Safety Action Plan (TSAP).</p> <p>Attachments Attachment E: Resolution 2025-01. Additional information will be provided at the meeting.</p> <p>Action Requested Support the adopted ODOT safety performance targets.</p> <p>Recommended language for motion: <i>I move to support the adopted ODOT safety performance measure targets by way of Resolution 2025-01.</i></p>	Tyler Deke
12:55	11. Deschutes County PROTECT Grant Application – MPO Support Letter	<p>Background The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program provides funding to ensure surface transportation resilience to natural hazards through support of planning activities, resilience improvements, community resilience, and evacuation routes. Deschutes County will submit a planning grant application for the proposed US97/Deschutes River Woods interchange to conduct planning, complete preliminary design, and obtain environmental clearances.</p> <p>Attachments Attachment F: Draft letter of support. Attachment G: Project flyer.</p> <p>Action Requested Approve a letter of support for the Deschutes County PROTECT grant application.</p>	Tyler Deke Chris Doty, Deschutes County

		Recommended language for motion: <i>I move approval of the letter of support for the Deschutes County PROTECT grant application.</i>	
1:00	12. Initial Unified Planning Work Program (UPWP) Review	<p>Background The UPWP identifies the planning priorities and activities to be carried out within the MPO. Staff will provide an overview of the draft FY26-FY27 UPWP and draft FY26 budget.</p> <p>Attachments None. The draft UPWP is available online at www.bendoregon.gov/mpobudget.</p> <p>Action Requested Provide input on proposed work program activities.</p>	Tyler Deke Andrea Napoli
1:20	13. 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"> • Bend TSAP Update – status • The next meeting of the BMPO Policy Board is scheduled for March 21, 2025, at 12:00 p.m. 	Chair & Staff
1:30	14. Public Comment		Chair
1:35	15. Adjourn		Chair



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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: December 20, 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
- Omar Ahmed, Oregon Department of Transportation (ODOT) Central Oregon Area Manager

BMPO Staff and Other Attendees

- Tyler Deke, BMPO Manager
- Kelli Kennedy, BMPO Staff
- Tarik Rawlings, Deschutes County
- Samantha Nelson, City of Bend
- Alma Aguiar, City of Bend
- Chris Doty, Deschutes County
- Bob Townsend, Cascades East Transit (CET)
- Tory Carr, City of Bend
- David Abbas, City of Bend
- Tobias Marx, City of Bend
- Kymala Lutz, City of Bend

Agenda Items

1. Call to Order and Introductions

Chair Campbell called the regular meeting to order at 12:06 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. There was none.

4. Meeting Minutes

Materials referenced: November 15, 2024, Policy Board draft meeting minutes (Attachment A in agenda packet)

Motion 1: Ariel Mendez moved approval of the November 15, 2024, Policy Board draft meeting minutes as presented. Phil Chang seconded the motion which passed unanimously.

5. FY24 Annual Financial Report

Materials referenced: The FY24 Annual Financial Report was available at www.bendoregon.gov/mpobudget

Kymala Lutz gave an overview of the MPO's audited financials for the fiscal year that ended June 30, 2024, noting the MPO had an intergovernmental agreement (IGA) with the City of Bend as their fiscal agent, and Moss Adams LLP was the audit partner through a contract with the City of Bend. In prior years, the MPO had operated from a zero-net position, with revenue equaling expenditure, but due to structural changes in grants at ODOT, the MPO would have a net-positive position moving forward.

Questions were addressed regarding ending fund balances rolling forward to the next year, interest income opportunities from being in a net-positive position, possibly creating a policy to invest interest income, and the change where State Highway Funds were now brought directly into the MPO Budget to be passed on to the recipient, which allowed an opportunity for interest income on those funds.

Motion 2: Ariel Mendez moved acceptance of the fiscal year 2023-2024 BMPO Annual Financial Report. Phil Chang seconded the motion which passed unanimously.

6. FY25 Budget – Resolution for MPO Staffing Change

Materials referenced: Resolution 2024-07 (Attachment B in the agenda packet)

Manager Deke stated no policy existed to modify the number of MPO employees. The current MPO Budget was based on 2.8 full-time employee (FTE) equivalents. The workload was increasing, federal requirements were increasing, and the MPO would be taking a large role to help the City of Bend to meet the State's new climate rules. The request was to increase the MPO FTE equivalent from 2.8 to 3.0 using existing personnel at an estimated cost increase of \$21,300 per year.

Tory Carr clarified the personnel cost increase would go \$2,000 over the current Personnel Budget according to the year-end projections. Materials and Services funds could be used to offset the overage without doing a Budget Adjustment, or in a worst-case scenario, Contingency

Funds could be used, and a Budget Adjustment could be presented to the MPO at the end of the fiscal year to adjust for the \$2,000 overage.

Manager Deke noted Materials and Services had a line item for Consultants that would very likely have unallocated funds that could be moved to cover the \$2,000. He clarified that the FTE salary included full benefits.

Motion 3: Ariel Mendez moved approval of the increase in MPO Staff full-time equivalents from 2.8 to 3.0 by way of Resolution 2024-07. Omar Ahmed seconded the motion which passed unanimously.

7. FY26 Budget Reserve and Sponsorship Funding

Manager Deke reminded the Policy Board of the previous discussion about possibly having funding available to sponsor events like speakers or conferences related to transportation and climate change, especially when funds would be matched or a last funding gap needed covered. The City of Bend's sponsorship policy could possibly be simplified and used as guidelines for providing sponsorship funds to external entities. He clarified that Sponsorship had not been included in the MPO Budget previously, but the MPO had been approached before to provide funding for events and had used COVID funding or extra funds from a Public Outreach line item to cover the cost. The MPO could continue using a one-off approach to sponsorship requests or create a more formal policy.

The Board discussed making Sponsorship an official line item in the budget, which would provide more context as to how much was available to be awarded but may increase the number of applications. Staff confirmed unused Sponsorship funds could be reallocated for another purpose, and if more funds were needed for Sponsorship, the funds could be moved from other line items in Materials and Services.

Manager Deke clarified the MPO had utilized federal Surface Transportation Block Grant (STBG) funds to support the Oregon State University (OSU) Transit Pilot Program which was different from sponsorship. He confirmed requests for sponsorship were not received every year, and the fund would not have to be spent yearly. He noted a small sponsorship request for around \$200 would come to the MPO next month, and if the line item were created, Staff would notify other local nonprofits that may be interested.

The Board discussed the possibility of increased demand for sponsorship after establishing a formal program and noted that the MPO had turned down a request to sponsor the Build Better Bend lecture because it was more about urban growth than transportation. The City of Bend's sponsorship policy was very broad, and it would benefit the MPO to narrow the sponsorship opportunities to only include events related to transportation, safety, or greenhouse gases, perhaps with some sort of equity component regarding opportunities for marginalized people.

Manager Deke supported adding the line item and recommended keeping the dollar amount of the Sponsorship Fund low, noting around \$2,500 was appropriate.

Manager Deke sought guidance from the Policy Board on options for budgeting reserves, including keeping funds unallocated, adding them to the Contingency Fund, or building a Reserve Fund for long-term planning. Recent Budgets had left unspent funds unallocated and moved the funds to a Materials and Services Consulting line item to be carried forward to the next year's Budget. He recommended maintaining the \$100,000 Contingency Fund and developing Reserves to address long-term planning needs and to mitigate long-term risk presented by the possibility of economic downturn or decreased federal or state funding in the future. Staff recommended developing cost estimates and contacting agency partners about long-term planning needs and developing options for building a Reserve Fund to be presented to the Policy Board in January or February 2025 to be build into the FY 2026 Budget.

Tory Carr clarified the Contingency had been budgeted annually for \$100,000 to mitigate short-term risk within the budget year, like unexpected expenses or cost increases, whereas the Reserve was a more long-term solution for offsetting reduced funding or completing a project that was cost prohibitive. Unallocated program funding was for funding projects that came up during the fiscal year. She clarified the difference between a Contingency and Reserves was the Contingency would always be budgeted at \$100,000 and would be replenished annually to be used for unexpected expenses, where Reserves were meant to be built gradually to address more significant future impacts or plan for a specific project, and Contingency would be used before Reserves.

Questions and comments from the Policy Board were addressed regarding the Reserve Fund not being a good way to plan for loss of revenue; building Reserves to prepare for a disaster and using the funds for additional projects only if there was ample surplus; consulting partners to determine long-term planning needs; disasters or other expenses; the Reserve's strategic role; and the possible impacts of the match requirement for federal funding not being provided by ODOT in the future.

Manager Deke explained that federal funding was distributed to State MPOs using a formula that was updated only every ten years, and the formula had just been updated in ways that would benefit the MPO. He could envision the MPO Budget stabilizing or increasing over the next year or two, allowing funds to be allocated to Reserves.

The BMPO Policy Board consented to allow Staff to return with more information about creating a Reserve Fund.

8. Metropolitan Transportation Improvement Program (MTIP) amendments

Materials referenced: Public notice, including a summary of the proposed amendments
(Attachment C in the agenda packet)

Kelli Kennedy presented the four proposed MTIP amendments which included increasing funding to match the grant for one transit project and adding two transit projects and one county project. No public comments were received during the public comment period. It was clarified that the project totals listed were for the full cost of the projects and were not indicative of the MPO's contribution amount.

Motion 4: Ariel Mendez moved approval of the proposed amendments to the 2024-2027 MTIP as presented. Omar Ahmed seconded the motion which passed unanimously.

9. Deschutes County Transportation System Plan (TSP) and Tumalo Community Plan (TCP)

Materials referenced: Tumalo Community Plan (Attachment D in the agenda packet)

The Deschutes County Transportation webpage could be visited at

<https://www.deschutescounty.gov/cd/page/transportation-planning>

A copy of the Deschutes County TSP could be downloaded at

[Deschutes County TSP](#)

Tarik Rawlings presented an overview of the recently updated Deschutes County 2020-2040 Transportation System Plan (TSP) with information on the update process, prioritized transportation investments, funding priorities, and public comment topics. The TSP became effective July 18, 2024. He also reviewed the updated Tumalo Community Plan (TCP) detailing the TCP components, activities in Tumalo, public outreach results, the update process, and the Board of County Commissioner's recommendations, including limiting multi-family housing to four units per lot. The TCP became effective August 6, 2024.

Tarik Rawlings clarified the TCP Goals and Policies recommended pursuing legislative text amendment changes to the Zoning Code to limit multi-family housing to four units per lot, but a text amendment proposal specifying a limit of four multi-family housing units per lot would need to be applied for with the County. He explained lot sizes in Tumalo varied widely, with some lots in the core area being only 16 ft wide and some zoning areas east of the river requiring a five-acre minimum lot size. Due to public opposition, it had been uncertain whether the multiuse pathways would make it in the TSP. He described current commute dynamics, stating that most of the routes were within the city boundaries and there were plans to create mobility hubs and possibly put a bus stop at Tumalo, though that idea had received some pushback.

Commissioner Chang left the meeting at this time.

Manager Deke described a census tool called "On the Map" which provided commute data back to 2005 and provided a way to compare how the commute dynamics changed over time.

10. City of Bend Mobility Points – Existing System & Carbon Reduction Program Funding

Tobias Marx, City of Bend, provided an overview of the Shared Micro Mobility Program highlighting ridership and trip data gathered from 2022 to 2024; policies for monitoring and enforcing bicycle parking compliance; lessons learned and the next steps toward launching the permanent Shared Micro Mobility Program for e-bikes during Memorial Day Weekend 2025; and continuing to evaluate other devices like scooters in the future. He described the plan to add six to eight new Neighborhood Mobility Points to expand transit access in 2025, with some locations still to be determined. He also noted the City had received a \$1.2 million grant from the Carbon Reduction Program to fund developing the Mobility Point Pilot Program and work on an intergovernmental agreement (IGA) with ODOT was underway.

Questions from the Board were addressed regarding the operational model for the Shared Micro Mobility Program staying mostly the same despite possibly changing vendors; focus on areas with high demand for e-bikes, such as the Mobility Point at South Mirror Pond; and the shift to fewer complaints in 2024 than previous years.

11. Other Business

The next scheduled meeting of the Policy Board would be January 24, 2025, at 12:00 p.m.

Special thanks were expressed to Chair Campbell for her service and accomplishments on the BMPO Policy Board and the Bend City Council.

12. Public Comment

Chair Campbell called for public comment. There was none.

13. Adjournment

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



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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: January 24, 2025

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Policy Board Members

- Vice-Chair Phil Chang, Deschutes County Commissioner
- 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 Program Coordinator
- Greg Bryant, BMPO Technical Advisory Committee, Deschutes River Woods resident
- Russ Wallace, member of the public, Redmond resident
- Chris Doty, Deschutes County
- Paul Dean, Bend La Pine Schools
- Bob Townsend, Cascades East Transit (CET)
- Janet Hruby, City of Bend
- Susanna Julber, City of Bend

Agenda Items

1. Call to Order and Introductions

Vice-Chair Chang called the regular meeting to order at 12:02 p.m. Since a quorum was not established, agenda items requiring a decision would be skipped.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

3. Public Comment

Vice-Chair Chang called for public comment. There was none.

4. Meeting Minutes

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

This agenda item was skipped due to lack of quorum.

5. 2025 Policy Board Meeting Schedule

Manager Deke discussed the standing meeting schedule for 2025 and confirmed meetings would occur on third Fridays at noon.

Ari Mendez noted City policy would be to have another City Council member serve as alternate rather than having Staff represent the City as there was discomfort around decisions potentially being made by an unelected Policy Board consisting of alternates and Staff members. Quorum rules would likely be revisited as well.

Vice-Chair Chang noted the County would continue to rely on Staff for member alternates, though there may be more interest from other Commissioners following the 2026 elections.

6. MPO Funded Projects (STBG/SHF) – Annual Status Updates

Materials referenced: Memo MPO Funded Projects (STBG/SHF) Annual Status Updates (Attachment B in the agenda packet)

Senior Planner Napoli shared a table of projects that had been awarded Surface Transportation Block Grant (STBG) funds, now called State Highway Funds (SHF), in competitive project application processes that had occurred in 2020 and 2022. A prior Policy Board had requested annual updates on the status of funded projects, many of which had been completed or were in progress. The total amount of funding for the projects was around \$3 million.

Janet Hruby gave an update on seven City of Bend projects that had been awarded funding, four of which had been completed. She showed a map of project locations and a table of funding totals, provided a detailed overview of the progress of each project, and emphasized efforts to fill in sidewalk gaps for pedestrian safety and add new bike lanes and improved bike lane buffering as a part of the Crosstown Bikeway Greenways Projects. She noted the Deschutes River Trail Crossing at Archie Briggs Rd feasibility study had only cost \$50,000 of the budgeted \$100,000, and the City would work with the MPO to reallocate the remaining funds.

Janet Hruby addressed questions about replacing the old traffic signals from the 1960s and gaining the ability to run signal timing at night; considerations around automatic pedestrian signaling; potentially replacing the signal at the intersection of Franklin St, Wall St, and Bond St, and redesigning the intersection at Oregon St, Wall St, and Bond St due to changes in traffic

patterns after completing the Hawthorne Bridge project; potentially redesigning the intersection at Oregon St, Wall St, and Bond St and the corridor between Louisiana Ave/the Mirror Pond parking lot and Tin Pan Alley, to accommodate a hotel on the corner, add a bike lane, and install a new smaller signal pole in the tight space. She noted work on downtown signal upgrades would be completed this year.

Janet Hruby explained the Deschutes Riverfront Trail design combined one-way street and separate path to hopefully mitigate speed issues and limit the impact to adjacent homes and rights-of-way. The Council and Staff discussed access into the neighborhood and the difficulty turning left onto Galveston Rd resulting in neighborhood residents using alternate routes. Feedback from residents about pedestrian safety could potentially be addressed by raising the path to cross over the alley and using specific pavers to encourage people to stay on the path. She noted the City had funded the Riverfront Trail design but was still looking for funds to complete the project. The Riverfront Trail would likely have minimal Stormwater service, utilities or pavement preservation. The project was not on the Transportation System Plan, which limited funding opportunities to some extent.

Janet Hruby explained that numbers on table of Projects in Progress came from various project managers, which is the reason downtown signal upgrades and downtown bike and pedestrian improvements appeared to be short \$103,000 when added together. A typological error was noted on the table of Projects in Progress listing the cost for the downtown bike and pedestrian improvements as \$566,00 rather than \$566,000.

Manager Deke stated Staff would return with more information about the Riverfront Trail project including funding challenges and utilities being moved.

Paul Dean, Bend La Pine School District, Chief Operations Officer, talked about a path being planned by the School District, the City, ODOT, and Parks and Recreation to connect NE 12th St near Juniper Elementary School to Neff Rd and pass through Pilot View Middle School property. He showed maps of two path alternatives created by ODOT for the Safe Routes to School accessible path and described the public comments received and the pros and cons of each path alternative, noting the School District preferred the second path alternative but both were still being considered. The design phase of the project had been funded, but there was no funding plan yet to build the path.

Paul Dean explained the initial cost estimate of the path had been around \$1 million, though in another MPO meeting it had been noted the estimate was based on federal requirements and using state funds could reduce the cost by as much as 40 percent. He confirmed he would follow up with regarding the School District's role in transportation policy and the possibility of aligning objectives with the MPO more consistently. He noted the School District had a new Sites and Facilities process beginning next year to evaluate needs which would include bicycle and pedestrian pathways.

Janet Hruby clarified that the two schools serving disadvantaged students were more competitive for Safe Routes to School applications. She noted the Safe Routes to School program was becoming increasingly competitive and there was not much funding for capital improvements.

Senior Planner Napoli stated in the spring the Policy Board would decide how the 2028, 2029, and 2030 State Highway Funds (SHF) allocations would be distributed, including how much to dedicate to the next competitive application process. She described the application process timeline with funds expected to be awarded by the MPO Policy Board during the winter. She explained funds for 2028, 2029, and 2030 were being awarded now due to the requirement in the past to allocate the State Transportation Block Grant (STBG) dollars before finalizing the Metropolitan Transportation Improvement Program (MTIP), but the requirement ended when STBG funds shifted to SHFs. The City, CET, and the Bend MPO Technical Advisory Committee preferred continuing to hold application processes and award funds in advance to allow more time for planning.

7. MPO Budget Reserves and Earned Interest

Manager Deke reminded the Policy Board of the previous discussion about possibly building a funding reserve and options for programming earned interest. In 2023, the Policy Board had approved setting aside \$80,000 of SHFs in Fiscal Years 2025, 2026, and 2027 to build a Reserve Fund for future MPO needs and potential cost increases to awarded projects. The City of Bend policy was to have reserves equal to 16 percent of the operating budget, and the MPO would reach that threshold in two years.

The Policy Board and Staff discussed the rule of thumb to keep a reserve fund of around 16 percent, though that amount may not be sufficient for anticipated upcoming costs, and the Board could possibly build a larger reserve with the goal of being stable for two months if funds were interrupted.

Manager Deke explained most of the grant funding for the Transportation Safety Action Plan operated on a reimbursement basis and the MPO would be operating on a deficit when consultants were hired until reimbursement was received. These operational issues should be considered when the MPO was doing forecasting and considering future needs. The MPO was currently building the budgeted reserves for Fiscal Year 2026 with the allocated \$80,000 and the Board may want to consider building a bigger Reserve Fund to accommodate an operational reserve, contingency funds, and possibly save for strategic projects or long-term planning expenses. BMPO Staff would work with Finance Staff to create a presentation for the Policy Board on building the Reserve Fund.

Manager Deke talked about the earned interest from COVID funds and the change from STBG funds to SHFs which were paid directly by check so the money could gather interest. Earned interest would continue to be received by the MPO, though the amount would decrease as

remaining COVID funds were depleted over the next two years. The accounting process during the transition from STBG to SHF found extra funds to be allocated later by the MPO. He suggested reviewing the available funds with the Board at the beginning of each fiscal year to determine how funds would be spent, and he confirmed the MPO followed City of Bend procedures for keeping funds before they were spent, with funds being invested conservatively in Treasury Bills with low risk and no wild fluctuations.

The Board considered how much risk to assume and the consequences of chasing too much interest, which did not seem like an appropriate way to manage funds. There was doubt whether the MPO had enough funds to seek advice on an investment portfolio, though it was noted investments with LGIP were ideal for public entities with access to decent interest rates while leaving the money very liquid and having a \$95,000 cap. The MPO was not primarily a money-making entity, and the purpose was to ensure funding benefitted the public, which involved being smart with the funds and not getting caught up in other purposes. Fiscal stability was important to perform the function of the MPO, which needed an operational reserve, a rainy-day fund, and strategic project reserve, and those reserves would be the priority when the money was available.

Manager Deke noted the MPO had been awarding money for small projects in the \$50,000 - \$100,000 range but inflation would likely create cost increases in the future. He suggested setting aside funding to offset cost increases that could potentially interrupt projects at the point of construction.

Omar Ahmed added the rate of inflation was down, but inflated costs stayed inflated. ODOT was wrapping up scoping to estimate project construction costs for the 2027-2030 STIP cycle , which was done by inflating the numbers to provide enough cushion to ensure future project costs could be met.

Ari Mendez agreed to Chair the meeting after Vice-Chair Chang's departure during the following discussion.

8. Cascades East Transit (CET) Funding Reallocation Request

This agenda item was not addressed due to lack of quorum.

9. Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC) Annual Summit Funding Request

This agenda item was not addressed due to lack of quorum.

10. 2025 Oregon Legislative Session

Manager Deke stated the 2025 Oregon Legislative Session began earlier this week and transportation funding would be a major focus area. He asked for the Board's feedback

regarding the desired level of engagement with transportation funding discussions over the next few months. He noted Staff constraints were a consideration, but the Board could potentially piggyback on City, County, or CET efforts, or submit testimony for key bills after identifying Board priorities.

The Policy Board discussed the need for Staff and ODOT employees to recuse from any lobbying efforts, with letters typically being only signed by a Chair, Vice-Chair, or elected officials within the body. It was noted that formulas for providing funding to areas in Oregon didn't account for fast growth, and Central Oregon was often shortchanged, and that other small MPOs often lacked enough funding to make an impact, and larger MPOs had other funding sources available.

Manager Deke stated the MPO may want to track a bill to end the payroll tax used to fund public transit, and potentially a separate effort to double it; a bill to eliminate the weight mile tax charged to the freight industry in favor of a per-gallon fuel tax, which could hopefully be structured to be revenue neutral; and a discussion on options for taxing electric vehicles (EVs), possibly implementing a user fee similar to the Origo program. He confirmed several I-5 or I-205 specific bills would also be discussed in legislative session. The City would not take a position on those bills but would track them closely because those projects could potentially consume a lot of funding, and some sort of funding equity conversation was needed to make sure Central Oregon, and the rest of the state were not being effectively penalized for large metro area projects.

The Policy Board discussed tracking items of interest which could be included in the Omnibus package and possibly going to Salem to try to contact members of the Joint Committee on Transportation. Massive commitments had been made to the metro region through HB2017, many of which were not fulfilled yet. If those projects made it into the next transportation package and left nothing for anyone else, regional cost sharing outside of the metro region for those projects such as tolling may be necessary. It was mentioned that the City had completed a robust process to determine legislative priorities, and had a very active Salem delegation with high hopes for achieving some good.

Commissioner Chang left the meeting at this time. Ari Mendez led the meeting from this point forward.

Chris Doty was actively involved with the Association of Oregon Counties and working with their legislative group to track and engage transportation funding discussions. He stated framework for the transportation funding bill would emerge in mid-February, likely with provisions for maintenance with Safe Routes to Schools attached, the House Bill 2017 Commitment portion with I-5 and I-205 project funding attached, and transit and alternative modes with generic funding sources.

Bob Townsend stated Cascades East Transit was tracking the Oregon Transit Association's recommended payroll tax for increase for transit. He had also seen the recommendation to cancel the payroll tax but he doubted it would succeed. He also noted he reported to the Central Oregon Intergovernmental Council (COIC) Board, and they were able to direct him to lobby for certain things, but until they voted or recommended actions, he was only allowed to discuss the possible impacts of legislation.

11. Other Business

Manager Deke reported the Transportation Safety Action Plan (TSAP) request for proposal (RFP) should move through the City's Procurement process within the week. There had been significant turnover in the City's Procurement Staff, but he would follow up with the Procurement Manager. If the TSAP was not finished on schedule, the contract with Federal Highway Administration (FHWA) would need to be adjusted to push the timeline out, as it stated a completion date of May or June 2026. The process had been expected to take 18 months, and that timeline was becoming strained.

Manager Deke noted the Oregon MPO Consortium would be meeting in one week, and ideally at least one member of the MPO Policy Board would attend the meeting.

The next scheduled meeting of the Policy Board would be February 21, 2025, at 12:00 p.m. Manager Deke shared a list of potential topics for upcoming meetings.

12. Public Comment

Russ Wallace, Redmond resident, was concerned that people on the west side of Bend would not be able to get out quickly in the event of an emergency. He noted there were no four-lane roads and only one of the six Fire Stations on the west side of the river, despite having 60,000 residents, two colleges, and several high-dollar resorts on the west side. He talked about impacts of congestion, and the possibility of residents from other areas coming to Bend for aid in the case of a tsunami or earthquake. He urged building a moratorium emphasizing the need for a way to travel out was greater than the need to bring in more people.

Ari Mendez noted emergency and disaster preparedness had been at the forefront lately at the Council level. He offered to connect Mr. Wallace with more resources by email.

13. Adjournment

Ari Mendez adjourned the meeting at 1:27 p.m.

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News from the City of Bend

BMPO Transportation Project Amendments - Public Comment Period

Post Date: 01/27/2025 2:10 PM

News Release

For Immediate Release

January 27, 2025

BMPO Notice of Metropolitan Transportation Improvement Program (MTIP) Amendment

21-Day Public Comment Period Open Until February 17, 2025

The [Bend Metropolitan Planning Organization \(BMPO\) Policy Board](#) will consider approval of one amendment to the 2024-2027 MTIP at their next meeting, on February 21, 2025, at 12:00 p.m. Public comments can be submitted via email for the next three weeks to kkennedy@bendoregon.gov, or during Public Comment at the hybrid (in-person/online) BMPO Policy Board meeting.

In-person meeting information, including a Zoom link to attend online, will be posted to the [BMPO Policy Board webpage](#) one week prior to the meeting date.

Summary of Amendment

PROJECT KEY NUMBER	PROJECT NAME & DESCRIPTION	PROPOSED PROJECT TOTAL	CHANGES
23839	Transit Vehicle Replacement COIC FFY25. Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through the Federal Transit Administration (FTA).	\$158,475	Create new project.

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[*Return to full list >>*](#)

2024-27 MTIP Amendments - Public Comment Record - *Comment Log*

Updated: 2/14/2025

COMMENT PERIOD (CP) DATES	
CP No.	12
Open Date	1/27/2025
Close Date	2/17/2025
Policy Board Review Date	2/21/2025

COMMENT LOG				BMPO RESPONSE/ACTION	
Date Rec'd	Name (Last, First)	Comment	Project Key Number(s)	MPO Response	Action
1/30/2025	Bend Bikes	<p>Dear BMPO Policy Board,</p> <p>Combining bikes and buses creates a powerful transportation network that improves accessibility, reduces traffic, and supports sustainable mobility. We want to applaud the COIC for equipping previous buses with bike racks, as they make trip-chaining more practical and efficient for many riders.</p> <p>To further enhance this system, we urge COIC to ensure that all new buses are equipped with expanded bike rack capacity to meet growing demand. Additionally, secure bike parking at all transit stops would make transfers even more seamless.</p> <p>By continuing to prioritize bike-friendly transit, we can build a more connected, equitable, and environmentally friendly transportation system.</p> <p>Warm regards, Bend Bikes info@bendbikes.org</p>	23839	<p>Hi James,</p> <p>I'm replying to confirm the comment from Bend Bikes was received and will be passed on to BMPO Policy Board members.</p> <p>Thank you!</p>	Included in PB agenda and presentation for MTIP approval.
2/3/2025	Licht, L.	<p>Can the city consider the possibility of slowing down these project s . I mean honestly it is ridiculous. Leave bend alone it is not New York City. For [REDACTED] ! If it isn't one year after another Portland has been been closed for over a year an then to top it off Wall Street n lonely the main road to get me to work on time so I can afford my [REDACTED] house payment. This is insane , today one road open ,,,,Newport have you all been outside it is ridiculously overcrowded!</p>	23839	<p>Your comment has been received and will be passed on to BMPO Policy Board members. Thank you!</p>	Included in PB agenda and presentation for MTIP approval.

**Resolution Number 2025-01
Bend Metropolitan Planning Organization Policy Board**

For the Purpose of Supporting State Safety Performance Measure Targets

WHEREAS, the Bend Metropolitan Planning Organization (Bend MPO) has been designated by the Governor of the State of Oregon as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Bend urbanized area; and

WHEREAS, the Code of Federal Regulations (23 CFR Part 490) require States to set targets for several performance measures including safety; and

WHEREAS, MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish their own targets within 180 days of the State establishing and reporting its targets; and

WHEREAS, MPO's may declare support for the performance measures of the Oregon Department of Transportation reporting of their targets in 2024 as shown on the **FHWA Performance Management Areas, Measures, and Targets for Oregon DOT document**;

NOW THEREFORE, BE IT RESOLVED, that the Bend MPO agrees to support the ODOT safety performance targets.

Adopted by the Bend Metropolitan Planning Organization the 21st day of February 2025.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 21st day of February 2025.

XXXX, MPO Chair

Attest:

Tyler Deke, MPO Manager



February 21, 2025

LOCATION

710 NW Wall Street.
Downtown Bend

MAILING ADDRESS

PO Box 431
Bend, OR 97709

PHONE

(541) 693-2113
Relay Users Dial 7-1-1

WEB

bendoregon.gov/mpo

BMPO POLICY BOARD

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Omar Ahmed
ODOT, Central Oregon Area
Manager

BMPO STAFF

Tyler Deke, AICP
Manager

Andrea Napoli, AICP
Senior Planner

Kelli Kennedy
Program Coordinator

The Honorable Sean Duffy, Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy and Department Staff,

I am writing on behalf of Bend MPO Policy Board to express our support for Deschutes County's PROTECT grant application. I serve on the Bend City Council and Chair the Bend MPO and know that a robust transportation system is essential to create a safe and livable community.

The Deschutes River Woods community south of Bend is home to more than 2,100 residences and 5,500 residents. It is located within a moderate to high-risk area for wildfire. Safety within the community is further compromised by limited transportation access and egress routes.

A new interchange with access to US97 at the south end of Deschutes River Woods is identified in the Deschutes County Transportation System Plan and the MPO's 2045 Metropolitan Transportation Plan. Constructing a new interchange will significantly improve access and evacuation capabilities for one of the largest rural residential subdivisions in the state of Oregon.

Through the Infrastructure Investment and Jobs Acts (IIJA), the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program provides funding to ensure surface transportation resilience to natural hazards, such as wildfire, through support of planning activities, resilience improvements and evacuation routes.

Deschutes County's PROTECT Grant application seeks funds under the Planning Category to support the development of an Interchange Area Management Plan, perform engineering design and obtain necessary environmental clearances. This initial phase will identify the alignment and connection point of the new southerly access to Deschutes River Woods.

We support this project and the PROTECT Grant application for this much needed investment in community safety and resiliency. Thank you for your consideration of grant request. Please contact me if you have any questions.

Sincerely,

Ariel Mendez
Bend City Councilor
amendez@bendoregon.gov



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U.S. 97: DESCHUTES RIVER WOODS SOUTH INTERCHANGE PROJECT

Application for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program

DESCRIPTION OF FUNDING OPPORTUNITY

The PROTECT Grant Program helps make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

PROJECT LOCATION



STATEMENT OF NEED

The U.S. Highway 97 corridor is a principal freight route in the state of Oregon, facilitating regional commerce between Oregon and neighboring states. This route bisects the Deschutes National Forest and is identified as a Tier 1 Resilience corridor by the Oregon Department of Transportation due to wildfire risk. Deschutes River Woods is a rural community southwest of Bend, OR surrounded by National Forest land which is served by U.S. 97 and is constrained by limited access for the nearly 5,500 residents within the subdivision.

The U.S. 97 at Deschutes River Woods South Interchange will secure an important freight route while providing safe, reliable and equitable access for vulnerable rural communities who are threatened by natural disasters.

PROJECT PURPOSE

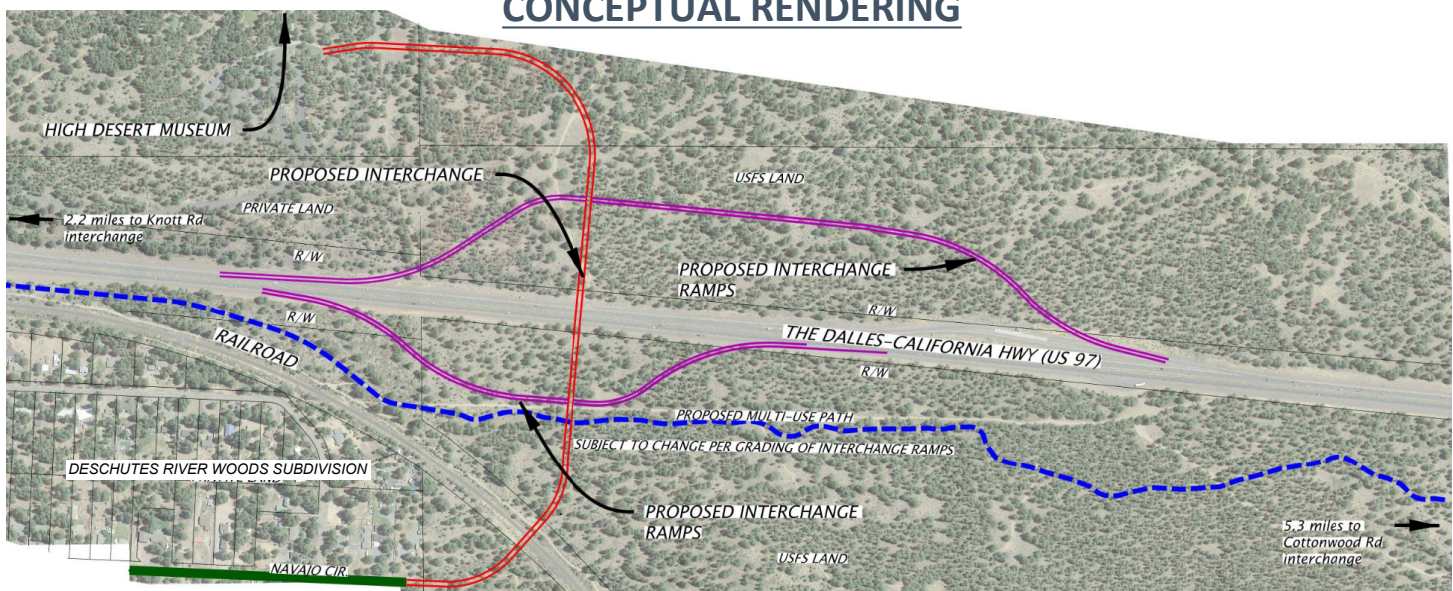
Apply for funding under a Planning grant to support development of an Interchange Area Management Plan (IAMP), perform preliminary engineering design and obtain necessary environmental clearances to facilitate the project.

This Planning grant is eligible for 100% Federal funding.

PROJECT GOALS

- Support community resiliency and **improve evacuation routes** by providing an additional point of ingress and egress to the **Deschutes River Woods subdivision**
- Fulfill goals of Deschutes County's 2020-2040 Transportation System Plan and ODOT's Resilience Improvement Plan
- Improve the safety and resiliency of the U.S. 97 corridor in Deschutes County

CONCEPTUAL RENDERING



**ROAD
DEPARTMENT**