



**BEND MPO**  
Metropolitan Planning Organization

# Policy Board Meeting

February 21, 2025

# Call to Order & Introductions

Vice Chair Chang

# Call to Order & Introductions

## Policy Board Members

- Phil Chang, Vice Chair, Deschutes County Commissioner
- Ariel Mendez, City of Bend Councilor
- Omar Ahmed, ODOT Central Oregon Area Manager
- Mike Riley, City of Bend Councilor
- Melanie Kebler, City of Bend Mayor

## Alternates (when applicable):

- David Amiton, ODOT
- Chris Doty, Deschutes County
- Tarik Rawlings, Deschutes County

## BMPO Staff

- Tyler Deke, Manager
- Andrea Napoli, Senior Planner
- Kelli Kennedy, Program Coordinator

## Agency & Consultant Staff

- Chris Doty, Deschutes County

*Members of the public, visitors, and presenters will be asked to introduce with name and entity.*

# Hybrid Meeting Guidelines

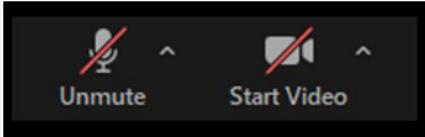
BMPO Staff



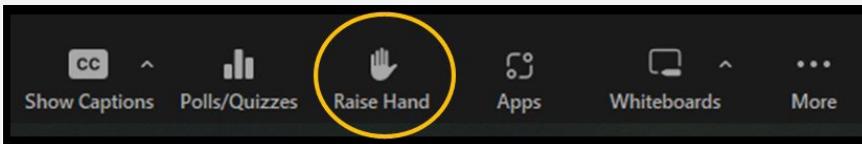
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# Hybrid Meeting Guidelines

- You will be on **mute**, and your **video** will be off when you first join the meeting.



- Please click the **raise hand** icon to speak next.



- If you join the webinar by phone, dial **\*9** to raise or lower your hand.
- This meeting will be recorded and is available as a live streaming event on YouTube. The YouTube event can be reviewed on the City of Bend YouTube channel.

# Public Comment

Vice Chair Chang



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# Public Comment

- Time for members of the public to provide comment.
- Additional time for public comment will be provided before the meeting adjourns.



# **Elect Chair & Vice Chair**

Vice Chair Chang



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# Elect Chair & Vice Chair

- The Policy Board Bylaws state that the Policy Board shall elect the Chair and Vice Chair at the second meeting of the calendar year to serve for that year.
- **Action requested:** Elect officers for calendar year 2025.
  - Recommended language for motion: *I move that [name] serve as Chair and [name] serve as Vice Chair of the BMPO Policy Board for 2025.*

# Meeting Minutes

Chair



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# Meeting Minutes

- **Action requested:** review and approve the December 20, 2024, Policy Board draft meeting minutes (Attachment A) and the January 24, 2025, Policy Board draft meeting minutes (Attachment B).
  - Recommended language for motion: *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.*

# 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Amendment

Kelli Kennedy



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# 2024-2027 MTIP

- What is the MTIP
  - An MPO's short-term (4-year) listing of transportation improvements, projects, and programs
  - Incorporated into ODOT's Statewide Transportation Improvement Program (STIP)
  - Consistent with the Metropolitan Transportation Plan (MTP)
  - Required to be updated at least every 4 years
  - Amended as needed
- 2024-2027 MTIP (current)
  - Adopted: May 19, 2023
  - Program period: federal fiscal years 2024-2027 (October 1, 2023 – September 30, 2027)
- Includes
  - All regionally significant projects, located (wholly or partially) within the BMPO boundary
    - Projects requesting federal funds
    - Some locally funded projects (Bend, Deschutes County)
    - ODOT STIP projects
  - Project expenditures scheduled in the program period



# 2024-2027 MTIP Amendment

- One proposed amendment
  - Add a new transit project
- Project details
  - **Name:** Transit Vehicle Replacement COIC FFY25
  - **Description:** Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.
  - **Regulatory Agency:** Federal Transit Administration (FTA)
  - **Funding Responsibility:** Statewide (SW) Transit
  - **Funding source:** Surface Transportation Block Grant (STBG) – Flex IIJA
  - **Project Total (Estimated):** \$158,475
    - Federal: \$142,200
    - State: \$0
    - Local/Other: \$16,275

# 2024-2027 MTIP Amendment

- 21-day public comment period opened on January 27
- Two comments received (attachment D in agenda packet)
  - One group (Bend Bikes) expressed support for previous buses being equipped with bike racks and requested all new buses be equipped with expanded bike rack capacity. The group also requested transit stops include secure bike parking.
  - One individual expressed frustration with road construction in Bend, specifically on/near Portland Avenue.
- **Action requested:** review and consider approval of the proposed amendment.
  - Recommended language for motion: *I move approval of the proposed amendment to the 2024-2027 MTIP, as presented.*

# **Cascades East Transit (CET) Funding Reallocation Request**

Tyler Deke



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# CET Funding Reallocation Request

- A prior Policy Board awarded \$10,000 (STBG) to CET to develop a transit modeling tool
- CET utilized different funding source to develop the tool
- CET is requesting to use the funding for its bus stop improvement program
- **Action requested:** Approve CET request to reallocate the STBG funding.
  - Recommended language for motion: *I move approval of CET's request to reallocate previously awarded funding to its bus stop improvement program.*



# Deschutes County BPAC Annual Summit Funding Request

Tyler Deke



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# Deschutes County BPAC Funding Request

- Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC) hosting Tri-County Bicycle and Pedestrian Summit on April 10
- BPAC is requesting BMPO sponsorship funding (\$125) to cover cost of room reservation for the Summit
- **Action requested:** Approve BPAC funding request.
  - Recommended language for motion: *I move approval of BMPO sponsorship of \$125 for the 2025 Tri-County Bicycle and Pedestrian Summit.*

# Oregon MPO Consortium (OMPOC) Representation

Tyler Deke

# OMPOC Representation

- Oregon MPO Consortium (OMPOC) is a voluntary forum for MPOs to work together on matters of mutual interest and statewide significance.
- OMPOC typically meets 3-4 times each year (3 remote meetings, 1 hybrid)
- **Action requested:** Appoint two Policy Boards members to OMPOC.
  - Recommended language for motion: *I move that [name] and [name] serve as BMPO representatives to OMPOC for 2025.*

# **Federal Safety Performance Measures (PMs)**

Tyler Deke



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# Background

- **Origin:** MAP-21 (July 2012) established performance measures
  - Measures continued under: FAST Act (Dec 2015) & Infrastructure Investment and Jobs Act (IIJA, Nov 2021)
- **Goal:** Strive to establish a performance-based and outcome-based federal transportation program
- **Objective:** Invest federal transportation resources in projects that will collectively make progress toward the achievement of national goals

# National Goals applicable to Bend MPO

Goal Area	National Goal
Safety	Achieve a significant reduction in fatal and serious injury crashes on all public roads
Infrastructure Condition	Maintain the roads and bridges on the national highway system in a state of good repair
System Reliability	Improve the operational efficiency of the national highway system

- CET has two measures: Public Transportation Asset Management Plan & Public Transportation Safety Plan
- Additional goals identified for state DOTs and some MPOs (congestion reduction, freight movement, economic vitality, environmental sustainability and project delivery)
- National Highway System includes state highways (US20, US97) and parts of some City arterial roads (Reed Market Road, 27<sup>th</sup> Street, Empire Avenue, 3<sup>rd</sup> Street)

# Safety Performance Measures (PM)

- Number of fatalities
- Number of serious injuries
- Rate of fatalities per 100 million VMT
- Rate of serious injuries per 100 million VMT
- Number of fatalities and serious injuries of non-motorized users (bicyclists and pedestrians)

\*Safety measures applicable to all public roads

# **FYI: Performance Measures in City of Bend Transportation System Plan**

- **Safety** – Fatalities & serious injuries\*, speed monitoring, neighborhood traffic calming
- **Equity** – Develop equity program
- **Mobility** - Travel time reliability\*, pavement condition\*
- **Transportation Demand Mgmt** – Develop program for major employers & institutions (will be at least partially addressed through new state mandated Employee Commute Option rules)
- **Bike/Ped/Complete Streets** – Facility maintenance program, design guidance, Key Routes, Low Stress Network, pedestrian plan, development code updates
- **Environment** – increase bike/ped/transit, decrease vehicle miles traveled & emissions

\* same as MPO

# Bend MPO Reporting Requirements

- Metropolitan Transportation Plan
  - List of performance measures and baseline performance
  - Progress toward achieving the targets
- Metropolitan Transportation Improvement Program
  - Description of the anticipated effect toward achieving the targets, linking investment priorities to those targets
- Annually report safety data to ODOT

# Schedule

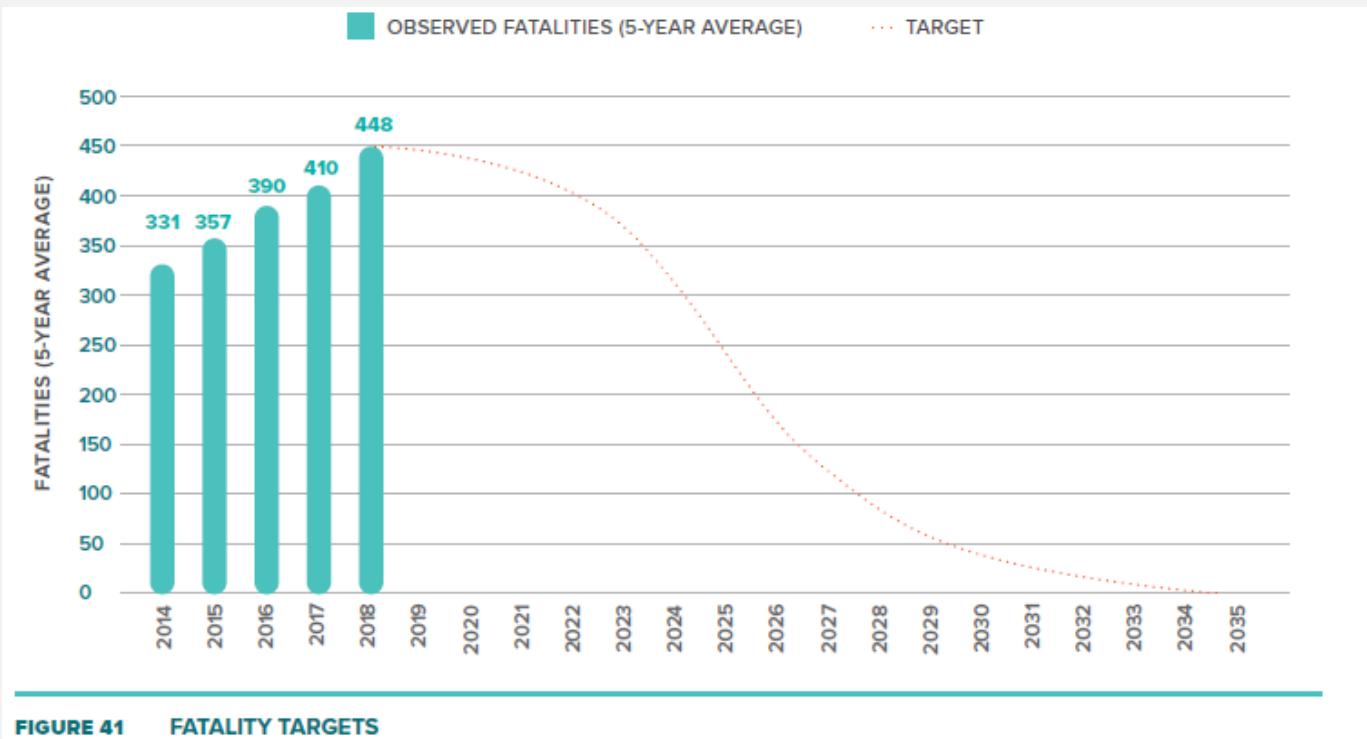
- ODOT established initial targets in 2017 & 2018
  - Safety update to FHWA every year
  - Infrastructure and reliability measures updates to FHWA every 2 years
- Bend MPO
  - Support ODOT targets or establish own targets
  - Supported ODOT targets since 2018
  - Must re-declare support for ODOT targets every 1-2 years

# Oregon Crash Data

	Fatalities per Year	Fatality Rate*	Serious Injuries Per Year	Serious Injury Rate*	Non-Motorist Fatalities and Serious Injuries
Statewide Targets 2025	488	1.37	1,783	4.99	259

\*Rate per 100 million VMT

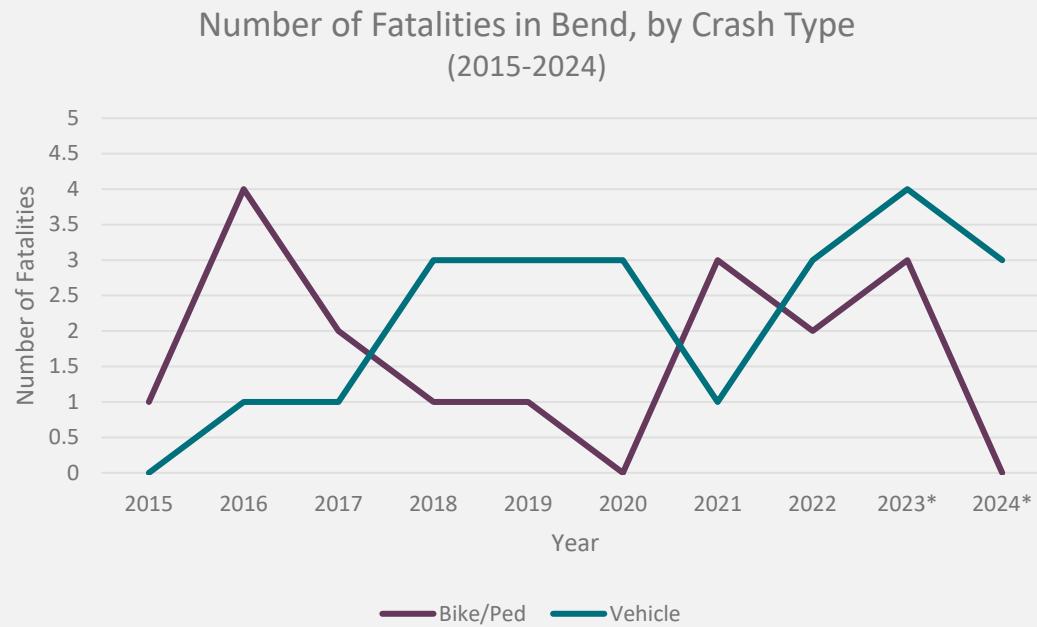
**Oregon Goal: Zero  
fatal crashes by 2035**



# Fatality Data: City of Bend

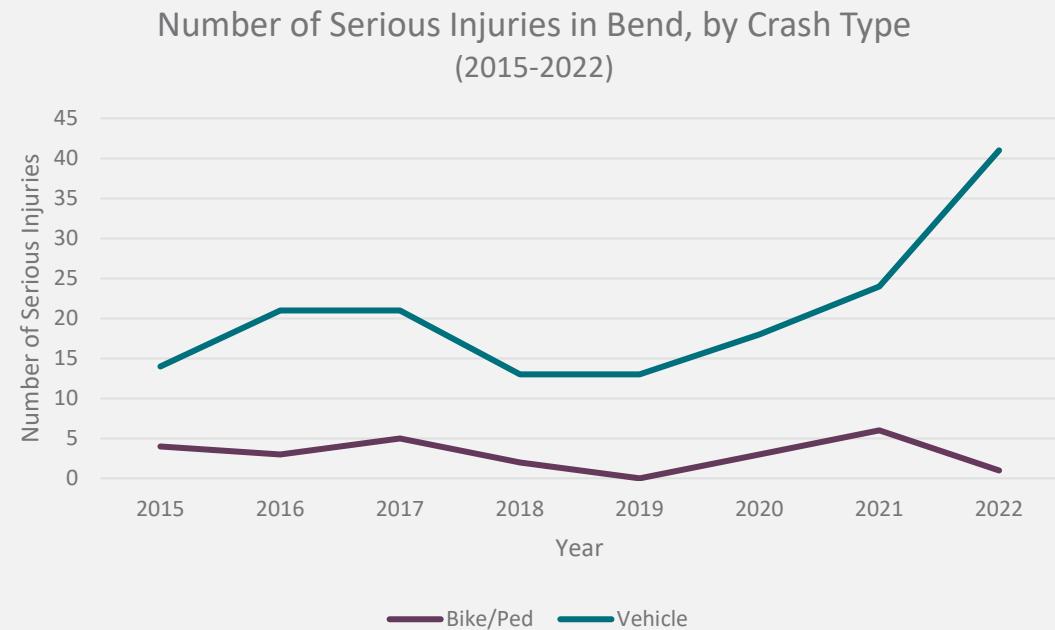
Transportation Related Fatalities in Bend City Limits			
YEAR	CRASH TYPE		TOTAL All Types
	Bike/Ped	Vehicle	
2015	1	0	1
2016	4	1	5
2017	2	1	3
2018	1	3	4
2019	1	3	4
2020	0	3	3
2021	3	1	4
2022	2	3	5
2023*	3	4	7
2024*	0	3	3
<b>TOTAL</b>	<b>17</b>	<b>22</b>	<b>39</b>

\*Preliminary Data



# Serious Injury Data: City of Bend

Transportation Related Serious Injuries in Bend City Limits			
YEAR	CRASH TYPE		TOTAL All Types
	Bike/Ped	Vehicle	
2015	4	14	18
2016	3	21	24
2017	5	21	26
2018	2	13	15
2019	0	13	13
2020	3	18	21
2021	6	24	30
2022	1	41	42
2023*	N/A	N/A	N/A
2024*	N/A	N/A	N/A
<b>TOTAL</b>	<b>24</b>	<b>165</b>	<b>189</b>



# Action & Staff Recommendation

- Next steps
  - Bend Transportation Safety Action Plan (TSAP) update will begin soon
    - Assess updated crash data (e.g., changes, possible causes)
    - Identify projects and programs to address crash issues
    - Consider revising or creating new local safety targets (and support data development and monitoring of identified targets)
    - Use TSAP to direct funding to projects and programs
- Action Requested: Support the adopted ODOT safety performance targets
  - Recommended language for motion: *I move to support the adopted ODOT safety performance measure targets by way of Resolution 2025-01*

# Deschutes County PROTECT Grant Application – MPO Support Letter

Tyler Deke

Chris Doty, Deschutes County



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# Deschutes County PROTECT Grant – MPO Support

- 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 south US97/Deschutes River Woods interchange to conduct planning, complete preliminary design, and obtain environmental clearances.
- **Action requested:** Approve a letter of support for the Deschutes County PROTECT grant application
  - Recommended language for motion: *I move approval of the letter of support for the Deschutes County PROTECT grant application.*

# Initial Unified Planning Work Program (UPWP) Review

Tyler Deke

Andrea Napoli

# Key Accomplishments & Work Underway FY24 & FY25

- Metropolitan Transportation Plan update
- Annual Listing of Obligated Funds reports
- 2024-27 Metropolitan Transportation Improvement Program (MTIP) maintenance
- Transportation Safety Action Plan (TSAP) implementation
- Travel model updates
- Equity data map viewer updates
- Federal COVID funding distribution
- ODOT plans: US20 Refinement Plan, US97/Reed Market Rd Study, US97/Baker Rd plan, Revere Ave Study
- Statewide efforts: Household travel survey; Initiating move to new travel model platform

# Looking Ahead FY26 & FY27 Priorities

- Transportation Safety Action Plan (TSAP) update
- 2024-2027 MTIP maintenance
- 2027-2030 MTIP development
- COVID Relief Funding – transfer funds to awarded projects
- SHF Funding – transfer funds to awarded projects and complete project solicitation process for 2028-2030
- Update Title VI Plan
- Review Public Participation Plan
- Household Travel Survey



# FY26 & FY27 Priorities, cont.

- Travel model updates & software transition
- Strategic Plan
- Oregon climate change rule-making implementation (City of Bend)
- ODOT projects
  - US20 (3rd St to Powell Butte Hwy) Refinement Plan
  - Revere Ave Study
  - S. US97 Bicycle and Pedestrian planning (build on US97 Bend Parkway Plan)
  - Bend-Redmond-Sisters Active Transportation Plan

# FY26 & FY27 UPWP Programs & Tasks

- BMPO Program
  - Task 1: Development & Program Management
  - Task 2: Short Range Planning
  - Task 3: Long Range Planning
  - Task 4: Modeling & Data Collection
- COVID Relief Program
  - Task 1: COVID Relief Admin
- SHF Program
  - Task 1: State Highway Funding



# BMPO Program

## Task 1: Development & Program Management

- BMPO TAC & Policy Board administration
- Work Program & Budget development
- Coordination with statewide committees (staff & Oregon MPO Consortium)
- Civil Rights (Title VI) & Environmental Justice
- Public participation efforts
- Strategic Plan

# BMPO Program

## Task 2: Short-Range Planning

- Metropolitan Transportation Improvement Program (MTIP)
- Performance Measure Tracking & Reporting
- Annual Federal Funding Obligation Report
- Interagency Coordination – Committees & Projects
- Transit coordination

# BMPO Program

## Task 3: Long Range Planning

- Transportation Safety Action Plan (TSAP) update
- Metropolitan Transportation Plan maintenance, as needed
- Oregon climate change planning (support to City of Bend)
- ODOT-led planning efforts:
  - US20 Refinement Plan
  - Revere Ave Study
  - S. US97 bicycle and pedestrian planning (build on US97 Bend Parkway Plan)
  - Bend-Redmond-Sisters Active Transportation Plan

# BMPO Program

## Task 4: Modeling & Data Collection

- Transportation model
  - Maintenance of 2045 scenario
  - Statewide collaboration on new software platform, including local data collection
- Household travel survey
- Data collection & analysis
  - Transportation data collection & management (support to City & ODOT)
  - Safety & crash data
  - Equity related data

# COVID Relief & SHF Programs

- COVID Relief Program
  - Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (approved December 2020)
  - BMPO received ~\$1.5 million
  - Spring 2023 - fall 2025: transfer funds to awarded projects
- SHF Program
  - State Highway Funds (formerly STBG) now received directly by MPO
  - BMPO receives about \$1.5 million/year
  - Transfer funds to awarded projects and complete project solicitation process for 2028-2030



# Budget – Draft Budget Summary

- The table at right shows the draft budget summary for FY26.

Resources	Budgeted Amount	Requirements	Budgeted Amount
Beg. Working Capital/COVID Relief Funding/State Highway Funding	\$ 365,000	<b>BMPO Program</b>	<b>\$ 960,900</b>
FHWA PL		Task 1: Dev. & Program Management	176,100
Federal Share	244,500	Task 2: Short Range Planning	68,000
FTA Section 5303	80,900	Task 3: Long Range Planning	485,300
Safe Streets (SS4A)	200,000	Task 4: Modeling and Data Collection	231,500
SHF - BMPO	440,000		
SHF - Awards	939,000		
<b>Total Grant Funding</b>	<b>\$ 2,269,400</b>	<b>COVID Relief Program</b>	<b>\$ 50,000</b>
		Task 1: COVID Relief Admin	50,000
FHWA PL		<b>SHF Program</b>	<b>\$ 939,000</b>
State Match	13,100	Task 1: State Highway Funding	939,000
Local Match	13,100		
FTA Local Match	9,300	Loan Repayment	\$ 100,000
Safe Streets Local Match	40,000	Contingency	\$ 100,000
<b>Total Match Funding</b>	<b>\$ 75,500</b>	Reserves - BMPO	\$ 160,000
		Reserves - COVID	\$ 135,000
City of Bend Loan	100,000		
<b>Total Budgeted Resources</b>	<b>\$ 2,444,900</b>	<b>Total Budgeted Requirements</b>	<b>\$ 2,444,900</b>

# FY26 & FY27 UPWP Schedule & Adoption

- Meeting with ODOT, FHWA, and FTA – February 10
- Technical Advisory Committee and Policy Board review – January & February
- Budget Committee meeting – March 26
- Public review of draft Work Program – March/April
- Policy Board public hearing and adoption – April 18/May 16 (tentative dates)
  
- Comments on UPWP priorities?

# Other Business

Chair & Staff



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# Other Business

- Policy Board agenda item requests
- Future lunch options
- The next meeting of the BMPO Policy Board is scheduled for March 21, 2025, at 12:00 p.m.
  - Potential topics:
    - FFY24 Annual Obligation Report
    - State Highway Fund (SHF) Program: Funding Distribution – Discussion/Decision
    - Reserves & Earned Interest (revisited)
    - MPO Establishment IGA
    - 2025 State Legislative Session Update
    - US97 North Corridor Overview
    - Federal update



# Public Comment

Chair



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# Adjourn

Chair

# Language Assistance Services & Accommodation Information for People with Disabilities

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## **Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad**

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