

# Agenda



**BMPO** Bend Metropolitan Planning Organization

## BMPO Technical Advisory Committee

March 4, 2025

Hybrid Meeting

### Location

Lansdowne Conference Room, Wall Street Annex

709 NW Wall, Suite 100, Bend, Oregon

### Zoom webinar link

Webinar ID: 870 2488 4858

Passcode: bendmpo

Phone: 1-888-788-0099

### YouTube livestream

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### 10:00 a.m. Technical Advisory Committee Meeting

Start Time	Item	Information	Presenters
10:00	1. Call to Order & Introductions		Tyler Deke, BMPO
10:05	2. Hybrid Meeting Guidelines		Tyler Deke
10:07	3. Public Comment		Tyler Deke
10:10	4. Meeting Summary	<b>Attachments</b> Attachment A: January 7, 2025, Technical Advisory Committee draft meeting summary  <b>Action Requested</b> Review and approve the meeting summary.  Recommended Language for motion: <i>I move approval of the January 7, 2025, Technical Advisory Committee draft meeting summary as presented.</i>	Tyler Deke

10:12	<b>5. State Highway Fund (SHF) Program: FY28-FY30 Funding Distribution</b>	<p><b>Background</b>            The Policy Board will soon be determining the distribution of the BMPO's estimated annual allocations of its discretionary SHF Program dollars for the next 3-year cycle. Staff are seeking high-level feedback on priorities for funding distribution.</p> <p><b>Attachments</b>            Attachment B: Distribution of BMPO's FY28-FY30 State Highway Funds Memo.</p> <p><b>Action Requested</b>            Feedback on funding priorities.</p>	Andrea Napoli, BMPO
10:35	<b>6. Federal Update</b>	<p><b>Background</b>            Staff will provide an overview of USDOT changes and potential local impacts.</p> <p><b>Attachments</b>            None.</p> <p><b>Action Requested</b>            None. Information item.</p>	Tyler Deke
10:45	<b>7. Member &amp; Guest Roundtable</b>	Time for TAC members to provide updates on current projects and planning efforts.	TAC Members
10:55	<b>8. Public Comment</b>		Tyler Deke
10:58	<b>9. Next TAC Meeting</b>	The next meeting of the BMPO TAC is scheduled for Tuesday, April 1, 2025, at 10:00 a.m.	Tyler Deke
11:00	<b>10. Adjourn</b>		Tyler Deke



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# Meeting Summary



## BMPO Technical Advisory Committee

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

**Date:** January 7, 2025

**Time:** 10:00 a.m.

**Prepared by:** ABC Transcription Services, LLC.

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### In Attendance

#### TAC Voting Members

- Paul Dean, Bend La Pine Schools (BLS)
- Quinn Keever, Bend Park and Recreation District (BPRD)
- Eric Lint, Cascades East Transit (CET)
- Greg Bryant, Citizen Representative
- James Dorofin, Citizen Representative
- Susanna Julber, City of Bend
- Brian Potwin, Commute Options
- Neil Baunsgard, Deschutes Bike and Pedestrian Advisory Committee (BPAC), joined at 10:16 a.m.
- Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4, joined at 10:06 a.m.
- Casey Bergh, Oregon State University-Cascades (OSU Cascades), joined at 10:01 a.m.

#### BMPO Staff and Other Attendees

- Andrea Napoli, BMPO Senior Planner
- Kelli Kennedy, BMPO Program Coordinator
- David Green, Deschutes County BPAC
- Janet Hruby, City of Bend
- Erica N, member of public
- Robin Vora, member of public

### Agenda Items

#### 1. Call to Order and Introductions

Senior Planner Napoli called the regular meeting to order at 10:00 a.m., with a quorum established.

#### 2. Hybrid Meeting Guidelines

Senior Planner Napoli reviewed the meeting guidelines.

### **3. Public Comment**

Senior Planner Napoli called for public comment. There was none.

### **4. Meeting Summary**

Materials referenced: December 4, 2024, TAC draft meeting summary (Attachment A in the agenda packet)

**Motion 1:** Eric Lint moved approval of the December 4, 2024, TAC draft meeting summary as presented. Greg Bryant seconded the motion which passed unanimously.

### **5. 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 replaced by State Highway Funds (SHF), in 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.

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, an updated table of funding totals, and provided a detailed overview of the progress of each project. She emphasized efforts to add new bike lanes and improve bike lane buffering, and noted the Deschutes River Trail Crossing at Archie Briggs Rd project had cost less than was budgeted, and the City would coordinate with the MPO regarding the remaining funds.

Janet Hruby answered questions from TAC members regarding the Deschutes River Trail design progress and funding status, and the plan to replace the adjacent sidewalk; positive feedback received from business owners, pedestrians, bicyclists, and drivers about recently completed projects; the upcoming evaluation to determine whether to replace the traffic signals on Oregon Ave or take a different approach; extending the routes across town on Hawthorne Ave, Franklin Ave, and Norton Ave as part of the Phase 4 Greenways project; confirming full descriptions of the projects were available on the City webpage unless the project had not been started yet; and next steps working with the Bend Park and Recreation District on the 30 percent design for the Gilchrist Bridge project.

Senior Planner Napoli added that the Equity Map Viewer on the City website showed the locations of STBG projects.

Brian Potwin stated Commute Options had received funding for a Safe Routes to School program starting February 1, 2025 and running for the next three years as a collaboration of the

MPO and the City of Bend in tandem with Bend La Pine School's efforts. He clarified that the amount of area impacted by the Safe Routes to School program would be dependent on specific factors at each school, though they hoped to expand as much as possible and collaborate with high schools to create accessible resources to suggest safer routes.

Janet Hruby noted school maps were available on the School District website, and the City would receive continual feedback from the School District and Commute Options on potential improvements to school routes. She also outlined the bike lane and buffer width guidelines for new construction and retrofitting projects. She explained that some existing bike ramps on sidewalks or near roundabouts or crossings seemed narrow, but she believed they were between six and eight feet wide.

Paul Dean BLS showed maps of two path alternatives created by ODOT for the Juniper Elementary Safe Routes to School accessible path and described the pros and cons of each path alternative, noting the School District preferred the second path alternative but both were still being considered. The estimated total cost to complete the path would be around \$1 million and would require seeking grants or other funding. The City was gathering public input regarding improvements to be made along Neff Rd.

Paul Dean addressed a question regarding the input received at the City's open house about visibility and safety for students walking along Neff Rd or crossing nearby roads to access the path, and he noted the project would take movement of people through the area, adequate lines of sight, and safe crossings into consideration. He had attended a meeting this morning where it was mentioned that \$1 million to complete the path was excessive, and the cost could probably be reduced by 50 to 75 percent.

Janet Hruby noted the path would likely cost \$1 million if ODOT had to do the project, as ODOT funding was not designed to do little one-off projects.

Senior Planner Napoli stated previously federal STBG dollars could be exchanged with ODOT for State funds, but since this path was not on a public right-of-way the project was not eligible for funding exchange which increased project costs. Funding was now received directly as State funds, which were easier to spend. She stated the MPO Policy Board would decide how to distribute the future SHF allocations for the years 2028, 2029, and 2030 during the spring of 2025, and she noted the MPO was receiving around \$1.4 million yearly, a portion of which would be dedicated to the competitive project application process. During the summer of 2025, the application process would be reviewed for potential changes to the application or criteria for ranking projects, and in the fall the application period for project funding would begin, with funds expected to be awarded by the MPO Policy Board during the winter.

## **6. Draft FY26-FY27 Unified Planning Work Program (UPWP) Review**

Senior Planner Napoli gave a high-level overview of the draft Fiscal Year 2026 – 2027 Unified Planning Work Program (UPWP), noting input from the TAC on work item priority would be

welcomed at future meetings when the draft document was ready. She detailed the Fiscal Year 2024 and 2025 key accomplishments, work underway, and priorities listed for Fiscal Year 2026 – 2027. She clarified the household travel survey had used an application downloaded on mobile devices to provide more accurate tracking information for household travel. She provided an overview of UPWP tasks regarding program management, short- and long-range planning, modeling, and data collection. She described the schedule for adopting the Fiscal Year 2026 – 2027 UPWP with adoption expected at a Policy Board public hearing in April 2025.

## **7. Member & Guest Roundtable**

Cascades East Transit: Eric Lint reported COVID funding had provided \$300,000 to build bus shelters and a little over \$100,000 for other bus stop improvements. More bus stop improvement project information was available at [www.cascadeseasttransit.com/busstops](http://www.cascadeseasttransit.com/busstops) as well as a feedback form to request amenities such as signage, benches, or other improvements. Public outreach would be completed in the next month. He confirmed information on public outreach would be sent to neighborhood districts. He answered a question regarding flooded bus shelters, noting the exterior at Hawthorne Station was being remodeled to add a new bus lane and shelters. He acknowledged comments had been received about inferior weather protection at bus shelters, and noted shelter options with more robust weather protection were being explored. The new platform at Hawthorne Station had been opened last week, landscaping and other improvements would be completed this month, and hopefully an open house would be held in February to show off the new improvements.

Deschutes County BPAC: David Green reported the Deschutes County BPAC would sponsor the annual tri-county summit for Jefferson, Crook and Deschutes Counties on April 10, 2025 at the Bend Parks and Recreation District office, and TAC members were encouraged to attend.

Brian Potwin reported Commute Options had partnered with Cascades East Transit to do vanpools in the region, which were going well. Commute Options had just been awarded funds through ODOT Transportation Options to increase outreach and public engagement around the vanpools as part of a larger three-year contract, signed October 2024, focused on Transportation Options with a similar but broader scope than previous programs like Get There Oregon. This contract changed and expanded Commute Options' scope of function and was very collaborative with the contract with the City of Bend.

## **8. Public Comment**

Senior Planner Napoli called for public comment. There was none.

## **9. Next TAC Meeting**

The next meeting of the BMPO TAC is scheduled for February 4, 2025, at 10:00 a.m. with the meeting room still to be determined.

## **10. Adjournment**

Senior Planner Napoli adjourned the meeting at 10:47 a.m.



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# MEMO

**To:** BMPO Technical Advisory Committee (TAC)

**From:** Andrea Napoli

**Date:** 2/24/2025

**Re: Distribution of BMPO's FY28-FY30 State Highway Funds**

## Topic

The Policy Board will soon be determining the distribution of the BMPO's estimated annual allocations of its discretionary State Highway Fund (SHF) Program dollars for the next 3-year cycle (fiscal years 2028-2030, or FY28-FY30<sup>1</sup>). *(Note that SHF replaced Surface Transportation Block Grant (STBG) funds as the MPO's discretionary funding source in 2024).*

## Request

Staff are seeking high-level TAC feedback and guidance for distribution of the next cycle (FY28-30) of discretionary SHF funds, as shown in Table 2. For reference, information on past distribution approvals is provided under "Background".

## Background

In 2022, the Policy Board approved distribution of its discretionary funds (STBG funds at that time) for FY25-FY27, as shown in Table 1, below.

**Table 1: Previous BMPO Discretionary Funds Distribution for FY25-28 Funding Cycle**

Previous Distribution Approval (2022)	FY25	% of Total	FY26	% of Total	FY27	% of Total
<b>Total MPO Allocation</b>	<b>\$ 1,618,200</b>		<b>\$1,646,100</b>		<b>\$ 1,674,500</b>	
City of Bend Street Preservation	\$ 723,000	45%	\$ 759,200	46%	\$ 797,200	48%

<sup>1</sup> The BMPO operates on a fiscal year that runs from July 1 of one year through June 30 of the next. This 3-year cycle covers the period of July 1, 2027 through June 30, 2030.

Previous Distribution Approval (2022)	FY25	% of Total	FY26	% of Total	FY27	% of Total
MPO Project Application Process	\$ 465,200	29%	\$ 446,900	27%	\$ 427,300	26%
MPO Planning (consulting & staffing)	\$ 350,000	22%	\$ 360,000	22%	\$ 370,000	22%
MPO Reserve	\$ 80,000	5%	\$ 80,000	5%	\$ 80,000	5%

### **City of Bend Street Preservation Program**

The City of Bend Street Preservation Program is housed within the Transportation and Mobility Department. In 2024, the City of Bend approved the Transportation Utility Fee (TUF) with a portion dedicated to the **STREET PRESERVATION PROGRAM**. However, Phase 3 of the TUF is currently on hold and future revenue coming to the Transportation and Mobility Department is uncertain. As a result, the Street Preservation program continues to rely on BMPO funds. Street preservation includes maintenance of city streets, including bike lanes and sidewalks. Historically, the BMPO has allocated nearly all its discretionary STBG funds (100% in FY04-FY16; 60-75% in FY17-FY24) to the City's Street Preservation Program.

It's important to note that the Transportation and Mobility Department oversees other efforts that the MPO may be interested in supporting, such as the Low Stress Network (LSN) and Neighborhood Greenways programs.

### **BMPO Project Application Process**

The BMPO's application submittal process began in 2020 and is conducted every 2-3 years. It is a criteria-based, competitive grant program for smaller transportation projects seeking funding in the **BMPO AREA**. Most projects awarded funding through this process have been City of Bend bike, pedestrian, and/or safety related studies and improvements. During the 2020 project solicitation, funding requested was twice as much as funding available. For the 2022 project solicitation, funding requested was about equal to what was available.

### **BMPO Planning & Reserve**

Effective beginning with FY21 discretionary funding, a portion was dedicated to MPO Planning (consulting & staffing), with amounts estimated by staff. Additionally, reserve amounts (for expected and unexpected future needs) were determined by the Policy Board. It is expected that staff will continue to estimate FY28-30 SHF funds needed for MPO Planning.

### **Expected SHF Annual Allocations to BMPO, FY28-FY30**

As mentioned previously, SHF dollars replaced STBG dollars as the BMPO's discretionary funding source beginning in 2024. The BMPO expects to receive approximately \$1,379,000-\$1,400,000 in SHF revenue per fiscal year for the foreseeable future. This is about \$300,000 less per year than the previous STBG allocations to the BMPO.

**Table 2: Anticipated SHF Annual Allocations to BMPO for Next Funding Cycle (FY28-30)**

Next BMPO Funding Cycle	FY28	FY29	FY30
SHF Allocation Expected	~\$1.38 - \$1.4M	~\$1.38 - \$1.4M	~\$1.38 - \$1.4M

There are a number of competing needs for use of these funds, and it is the discretion of the MPO to decide how they are distributed.

*Note: A schedule of upcoming actions for the SHF Program is provided on the following page.*

**Table 3: SHF Program Schedule, 2025**

Month	Topic	Assignment
March	SHF Distribution	TAC guidance; Policy Board decision
April/May	Notification of upcoming funding opportunity to eligible entities	Staff
April/May	Update draft application materials	Staff
June	Application criteria update	TAC recommendation; Policy Board decision
July	Finalize application materials	Staff
August	Post all application materials; reminder at TAC mtg; notification reminder to all eligible entities	Staff
September	<b>Project application window opens (9/1); reminder at TAC &amp; PB meetings</b>	Staff
October	<b>Project application window closes (10/1); Project presentations to TAC</b>	TAC, Applicants
October	Summary of applications received	Policy Board
November	Project evaluation & funding recommendation	TAC
November	Project presentations to PB and awards	Policy Board, Applicants
December	Reserve additional agenda time, if needed	Policy Board