



Policy Board

March 21, 2025

Call to Order & Introductions

Chair Méndez

Call to Order & Introductions

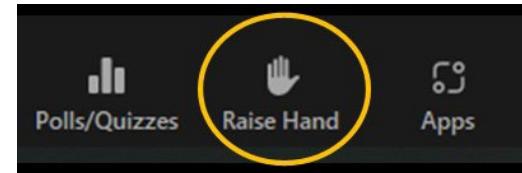
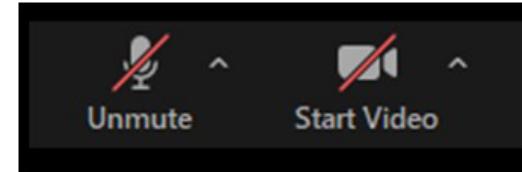
- Policy Board Members
 - Ariel Méndez, Chair, City of Bend Councilor
 - Phil Chang, Vice Chair, Deschutes County Commissioner
 - Mike Riley, City of Bend Councilor
 - Omar Ahmed, ODOT Central Oregon & Lower John Day Area Manager
 - Melanie Kebler, City of Bend Mayor
- Alternates:
 - David Amiton, ODOT
 - Chris Doty, Deschutes County
 - Tarik Rawlings, Deschutes County
- BMPO Staff
 - Tyler Deke, Manager
 - Andrea Napoli, Senior Planner
 - Kelli Kennedy, Program Coordinator

Hybrid Meeting Guidelines

Tyler Deke, BMPO

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

Chair Méndez

Public Comment

- Time for members of the public to provide comment.
- Additional time for public comment will be provided prior to adjournment.

Meeting Minutes

Chair Méndez

Meeting Minutes

- **Action requested:** review and approve the February 21, 2025, Policy Board draft meeting minutes (Attachment A).
 - Recommended language for motion: *I move approval of the February 21, 2025, Policy Board draft meeting minutes, as presented.*

BMPO Reserves & Earned Interest

Tyler Deke

Earned Interest & Reserves

- Earned Interest
 - Recent earned interest higher than normal because of federal COVID funding
 - Total earned interest varies each year and difficult to forecast
 - Staff recommendation: Policy Board review available interest at beginning of each fiscal year and determine how to allocate (July/August)
- Reserves
 - MPO historically operated on reimbursement basis, still partially do today
 - MPO funding typically fully spent each FY
 - In recent years, consultant budget line item used as unofficial reserve

Earned Interest & Reserves

- Reserves
 - In 2023, Policy Board agreed to put \$80,000 (State Highway Fund) into reserves in FY25, FY26 and FY27
 - December and January meetings, Policy Board discussed possible reserves
 - Policy Board discussed several types of potential reserves
 - Operational reserve (already established)
 - Awarded projects reserve
 - Major planning projects reserve

Earned Interest & Reserves

- Potential Reserves
 - Operational reserve
 - Typical component of most budgets
 - Available for unexpected costs
 - Could also be used for federal funding disruptions or delays accessing federal operating funding
 - \$80,000 dedicated in FY25, FY26 and FY27 will create an operational reserve
 - Consider extending annual funding in FY28-FY30
 - Awarded projects reserve
 - Policy Board awards some SHF funding thru competitive process
 - Design, ROW and Construction costs have increased significantly in recent years
 - Policy Board could put some funding into reserves to off-set or partially off-set cost increases of awarded projects (if needed to allow project to advance)

Earned Interest & Reserves

- Potential Reserves
 - Major planning projects reserve
 - Metropolitan Transportation Plan (MTP) update – every 5 years
 - Transportation Safety Action Plan update – every 5-7 years
 - Intelligent Transportation Systems Plan update – every 7-10 years
 - Household travel surveys – historically every 10 years, may move to more frequent surveys
 - Travel model transition – 1 time process underway now

Earned Interest & Reserves

- Potential Reserves – Funding Amounts
 - Operational reserve
 - Will be met with current reserve commitment.
 - Consider adding funding in FY28-FY30
 - Awarded projects reserve
 - Percentage of funding available through competitive process?
 - Flat amount each year
 - 5% would be about \$20,000/year
 - Major planning projects reserve
 - Rough estimate ~\$565,000 over next 5 years (\$113,000/year)
 - Some project budget currently available through “consulting” line item

Earned Interest & Reserves

- Reserves Example

Reserve Type	Amount Per Year
Operational Reserve	\$25,000
Awarded Projects Reserve	\$20,000
Major Planning Projects Reserve	\$115,000
<i>Total</i>	\$160,000

Earned Interest & Reserves

- Further options
 - Pursue grants to partially off-set staffing costs
 - ??
- **Action Requested:** Provide direction to staff on funding reserves and options for programming earned interest.

State Highway Fund (SHF) Program – Distribution of FY28-FY30 Funds

Andrea Napoli, BMPO

Topic

Policy Board to determine distribution of FY28-FY30 SHF Funds (*previously “STBG”*)

- BMPO discretionary funds
- A number of competing needs for use of these funds
- Amounts are for the foreseeable future
- Approx. \$300,000 less per year than previous STBG allocations to BMPO

Estimated BMPO Annual Allocation of SHF for FY25-28 Funding Cycle

FY28	FY29	FY30
~\$1.38 - \$1.4M	~\$1.38 - \$1.4M	~\$1.38 - \$1.4M

Background

Historically, majority of STBG funds have gone to City of Bend Street Preservation Program

- 100% (FY04 thru FY16)
- 60-75% (FY17 thru FY24)
- 45-48% (FY25 thru FY27)

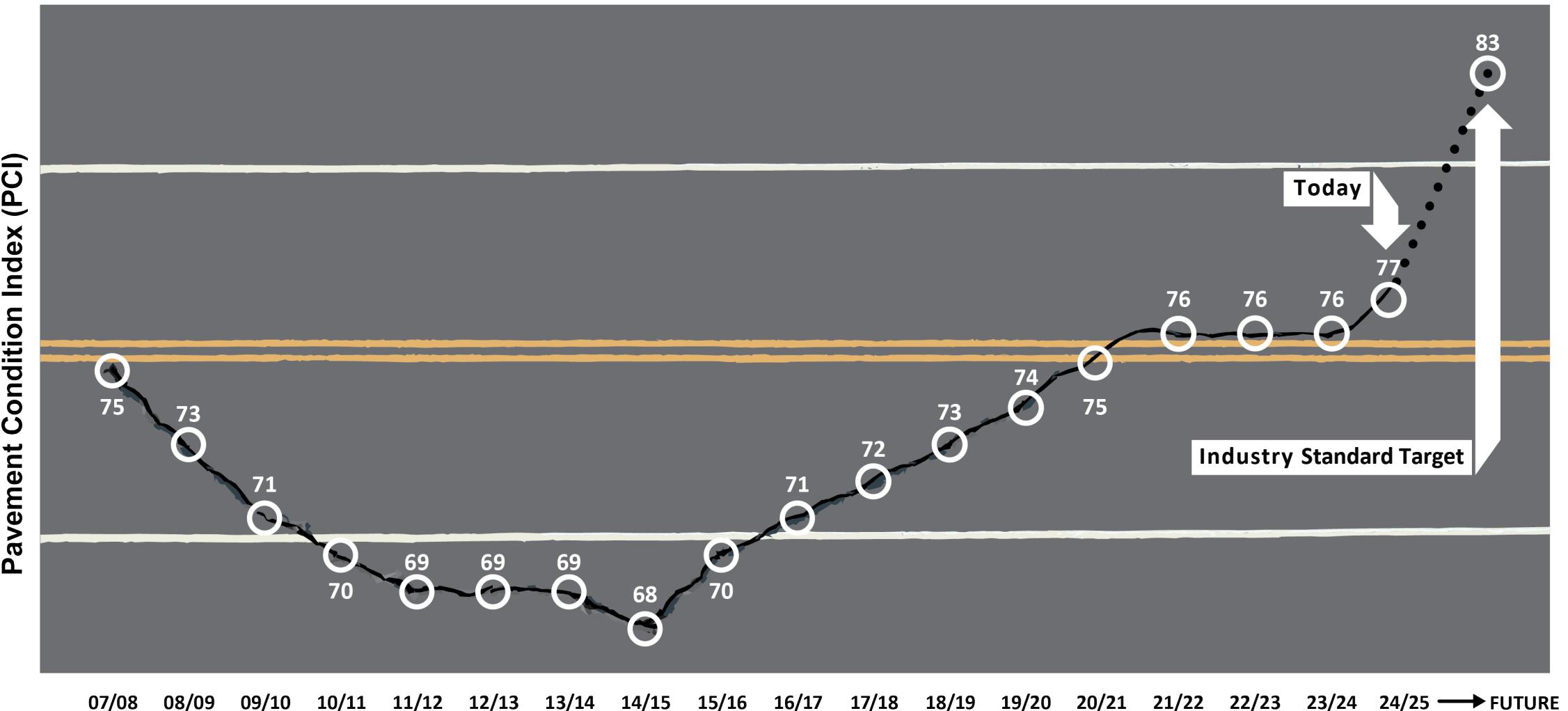
Previous BMPO Discretionary Funds Distribution for FY25-27 Funding Cycle

Distribution Category <i>(2022 Approval)</i>	FY25 Amount	% of Total	FY26 Amount	% of Total	FY27 Amount	% of Total
City of Bend Street Preservation Program	\$ 723,000	45%	\$ 759,200	46%	\$ 797,200	48%
BMPO Project Application Process	\$ 465,200	29%	\$ 446,900	27%	\$ 427,300	26%
BMPO Planning (consulting, staffing, planning)	\$ 350,000	22%	\$ 360,000	22%	\$ 370,000	22%
BMPO Reserves	\$ 80,000	5%	\$ 80,000	5%	\$ 80,000	5%
TOTAL BMPO Annual Allocation	\$ 1,618,200		\$ 1,646,100		\$ 1,674,500	

Description of Current SHF Recipients

- City of Bend Street Preservation Program
- BMPO Project Application Process
- BMPO Planning (consulting, staffing, planning)
- BMPO Reserves

Street Preservation History



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Street Preservation Program

- Proposed 2025-27 Biennium Budget for Street Preservation Program = \$4.5M / Year
 - MPO Street Preservation Funding \$650,700 = 14.5% of Street Pres Budget
 - If MPO funding re-directed elsewhere, Street Preservation Program will be reduced by the direct capital funding amount
- Per our CAPS Budget Option Report, to maintain PCI 77 over 5 years = \$5.5M / Year
- Ph 3 TUF or other sustainable revenue source needed for O&M maintenance improvement and TSP programs (i.e.: Bike & Ped)
- Lane Miles of Street Preservation Treatment with \$650,700 MPO SHF Support:
 - Chip Seal = 24.9 LM
 - Slurry Seal = 39.9 LM
 - Asphalt Paving = 3 LM

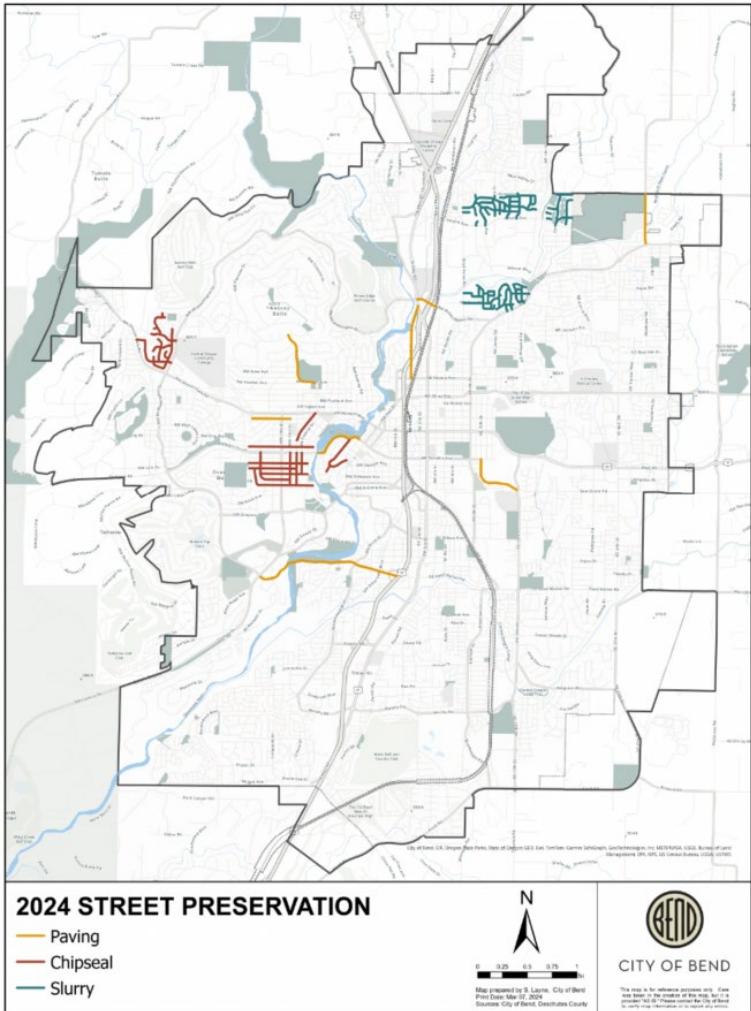


Programs

- Neighborhood Street Safety Program (NSSP)
 - Originally program started within TMD
 - Program currently within Engineering and GO Bond funded
 - Future funding uncertainty
- Neighborhood Greenways
 - The Neighborhood Greenways Project has been integrated into the Bend Bikeway Project
- TMD with TUF support, proposing in the 2025-27 biennial budget funding to Bike and Pedestrian Programs
 - \$200K / year for bike program
 - \$200K / year for pedestrian program
- Proposed 2025-27 biennial budget has \$200K / year reimbursement ability for sidewalk infill from Accessibility Construction Fund



Planning



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MPO Funding Criteria Option

- Most of the Low Stress Network, Neighborhood Greenways, and Key Bike and Ped Routes are on Local Residential roadways
- Local Residential Roadways have the biggest need for street preservation improvements
- TMD's has implemented efforts for a “complete street” approach within resources
- Policy board could choose to focus MPO street preservation funding only to be used on LSN, Greenways, and Key Route street preservation efforts with complete street approach



3rd Street and Railroad Street



3rd Street and Railroad Street before and after installing 290 feet of new sidewalk.



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Bus Stop at 15th Street and Suntree



15th Street addition of bus stop pad before and after.



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Bear Creek Road



Bear Creek Road before and after installing 450 feet of new sidewalk.



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15th Street and Milwaukee Avenue



15th Street and Milwaukee before and after.



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BMPO Project Application Process

- Criteria based, competitive funding program for smaller transportation projects/programs
- Began in 2020; conducted every 2-3 years
- 2020 solicitation had 2x's the asks vs. funds available; 2022 solicitation about equal (@\$445k/yr)

Examples of Projects Funded	
Deschutes River Trail at Archie Briggs: Grade Separation Feasibility Study	SRTS Juniper Elementary School: Accessible Trail from Crossing Guard
Travel Options & Safe Routes to School (SRTS)	Stress Reduction for Bike Lanes: 2nd, 3rd, 9th & 15th
Colorado Ave: Corridor Planning Study	Gilchrist Bridge Replacement (Design)
Downtown Signal Upgrades & Bike/Ped Improvements (Design)	NE 8th St: Sidewalk and Crosswalk for Juniper/Pilot Butte SRTS
Low Stress Network Implementation	Relaunch Bikeshare
SW Larkwood St: Sidewalk for Pine Ridge SRTS	CO Historic Canal Trail: Crossing Safety Improvements

BMPO Project Application Process

BMPO Project Application Process Criteria, Summarized	Points
Improves safety	0-6
Benefits multiple users	0-6
Increases system efficiency	0-6
Benefits those that do not drive	0-6
Reduces VMT / emissions	0-6
Advances equity	0-6
Includes cost sharing / other funding sources	0-3
Supports economic development	0-3
Encourages freight on appropriate routes	0-3

Description of Current SHF Recipients, cont.

BMPO Planning

- Amounts previously approved for FY25-FY27 for expected consultant assistance, contributions to area planning work, and staffing was \$370,000/yr
 - FY28-FY30 estimated need for staffing, only, is \$370,000/yr

BMPO Reserves

- Amounts previously approved for FY25-FY27 were for expected and unexpected future needs at \$80,000/yr
 - FY28-FY30 estimated amount for consultant assistance, only, is \$115,000/yr

Funding Scenarios

Scenario 1

Distribution Category	Annual Funding Amount	% SHF Annual Allocation (rounded)
City of Bend Street Preservation	\$ 581,570	42%
BMPO Project Application Process	\$ 313,250	23%
BMPO Staffing	\$ 370,000	27%
BMPO Reserves (consulting, only)	\$ 115,000	8%
TOTAL BMPO Annual SHF Allocation (Estimated)	\$ 1,380,000	

- Amounts to Staffing and Reserves based on need, estimated by staff
- Remaining split between the Project Application Process and City of Bend Street Preservation at FY27 proportions.

Scenario 2

Distribution Category	Annual Funding Amount	% SHF Annual Allocation (rounded)
City of Bend NSSP (or other)	\$ 581,570	42%
BMPO Project Application Process	\$ 313,250	23%
BMPO Staffing	\$ 370,000	27%
BMPO Reserves (consulting, only)	\$ 115,000	8%
TOTAL BMPO Annual SHF Allocation (Estimated)	\$ 1,380,000	

- Amounts to Planning and Reserves based on need, estimated by staff
- Remaining split between the Project Application Process and City of Bend NSSP (or LSN, Neighborhood Greenways) at FY27 proportions.



Funding Scenarios, cont.

Scenario 3

Distribution Category	Annual Funding Amount	% SHF Annual Allocation (rounded)
Other	\$ 895,000	65%
BMPO Staffing	\$ 370,000	27%
BMPO Reserves	\$ 110,000	8%
TOTAL BMPO Annual SHF Allocation (Estimated)	\$ 1,380,000	

- Amounts to BMPO Planning and BMPO Reserve are held constant
- Remaining is open to other Policy Board ideas for distribution

Scenario Questions

- Keep BMPO Staffing as presented?
- Keep BMPO Reserves as presented?
- Preferences for use of remaining funds?
- Consideration to grant MPO manager ability to adjust distribution with a limit?

Requested Action

Approve distribution of BMPO's estimated annual SHF funding allocations for FY28-FY30

- Reminder: For motion, please be clear on dollar amounts vs. percentages
- *Recommended language for motion: "I move approval of distribution of the BMPO's FY28-FY30 SHF annual allocations, as follows..."*
- *Recommended language for 2nd motion: "I move approval of allowing the MPO manager the ability to modify annual SHF distribution by no more than ..."*

Next Steps

Month	Topic	Assignment
March/April	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	Project application window opens (9/1); reminder at TAC & PB meetings	Staff
October	Project application window closes (10/1); Project presentations to TAC	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

US97 North Corridor Overview

Omar Ahmed, ODOT



Bend
North Corridor

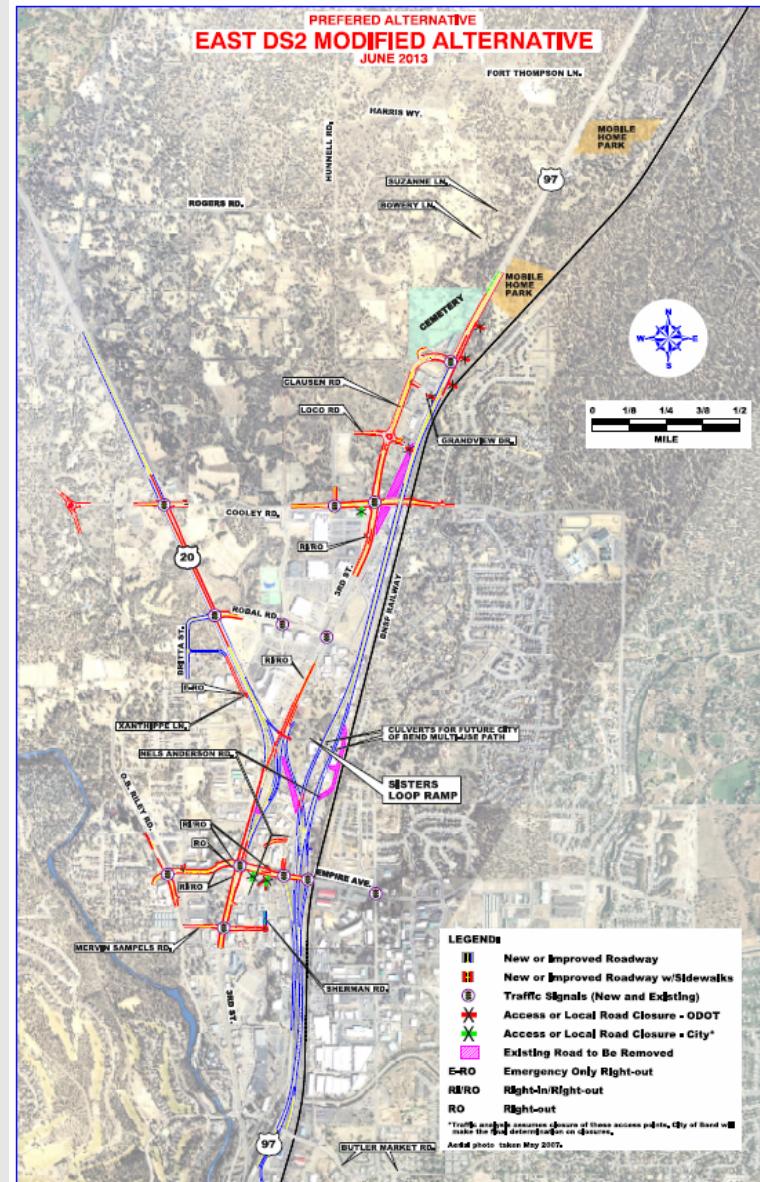


Project Timeline

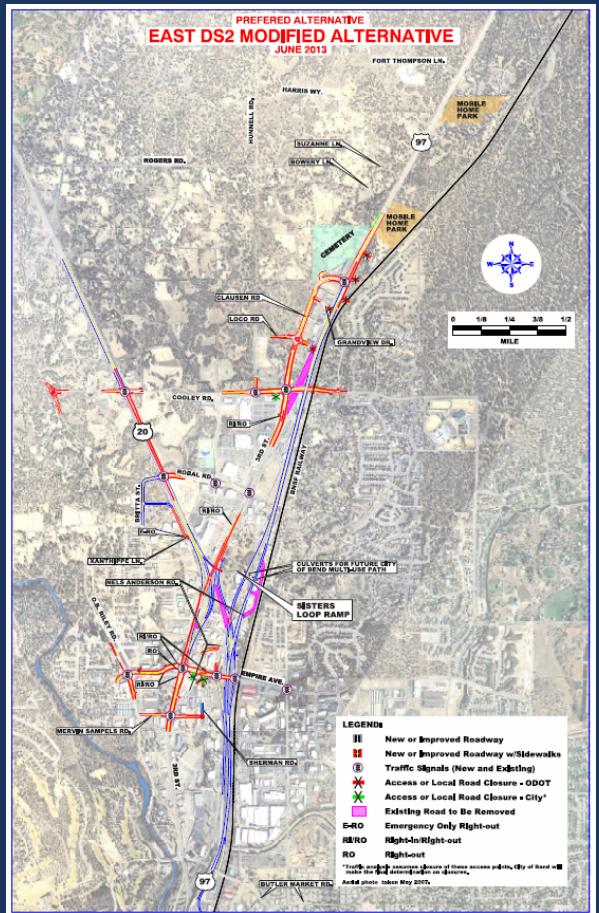


- **2007** – Initial concept and environmental permitting work began
- **2013** - Federal environmental approval
- **2017** – HB 2017 provided \$50M funding for the “Cooley Midterm Improvements” project
- **2019** – Project team committed to pursue Design-Build Procurement
- **2020-2021**
 - Concept progression, contract creation, federal environmental permitting re-eval
 - Start Right of Way
 - Begin Procurement
- **2022**
 - Best Value Proposer – Kiewit
 - **Notice To Proceed – 6/28/22**
- **2023**
 - July 2023 – major design packages complete
 - **Oct/Nov 2023 – US 20 substantially complete**
- **2024**
 - **Oct 2024 – US 97 Substantially complete**
 - Contract Completion Date: 12/24/24

Federal Environmental Impact Statement (FEIS) - 2013



Federal Environmental Impact Statement (FEIS) - 2013



- 2013 Scope consisted of:
 - Realign US97 to the east
 - Existing US97 to become 3rd Street (Frontage Road) – add a signal
 - US97 / Cooley separated crossing
 - US20 @ Cooley and Robal new signal and improvements
 - Various local connections & intersection improvements
- Approximate total Cost (2016 dollars) +\$275 Million – close to \$400 Million today

Key Funding Sources

- HB 2017 - \$50 Million
 - Cooley Mid-term Improvements
- INFRA Award - \$60.4 Million
 - Requested - \$66.7 Million
- Local - \$20 Million
 - City of Bend & Deschutes County
- Private - \$5 Million
- IIJA and Other ODOT - \$57 Million
- Total of All Phases - \$192 Million



Project Goals



Mobility During & After Construction

- Minimize impacts and congestion to all users; maintain access to all businesses
- Improve bicycle and pedestrian access
- Increase travel time reliability
- Reduce congestion on US97 & US20

Safety Enhancements

- Enhance safety and accessibility for all modes.
- Reduce overall crash rate & severity throughout corridor

Cost & Schedule

- Effective management of cost and schedule risks to meet INFRA requirements and project timeline.
- Leverage Schedule Opportunities to open on-time & on-budget

Construction Innovation

- Innovative staging and maintenance of traffic to reduce complexity and increase safety

Quality Design and Construction

- Design and construct a durable, safe and sustainable facility

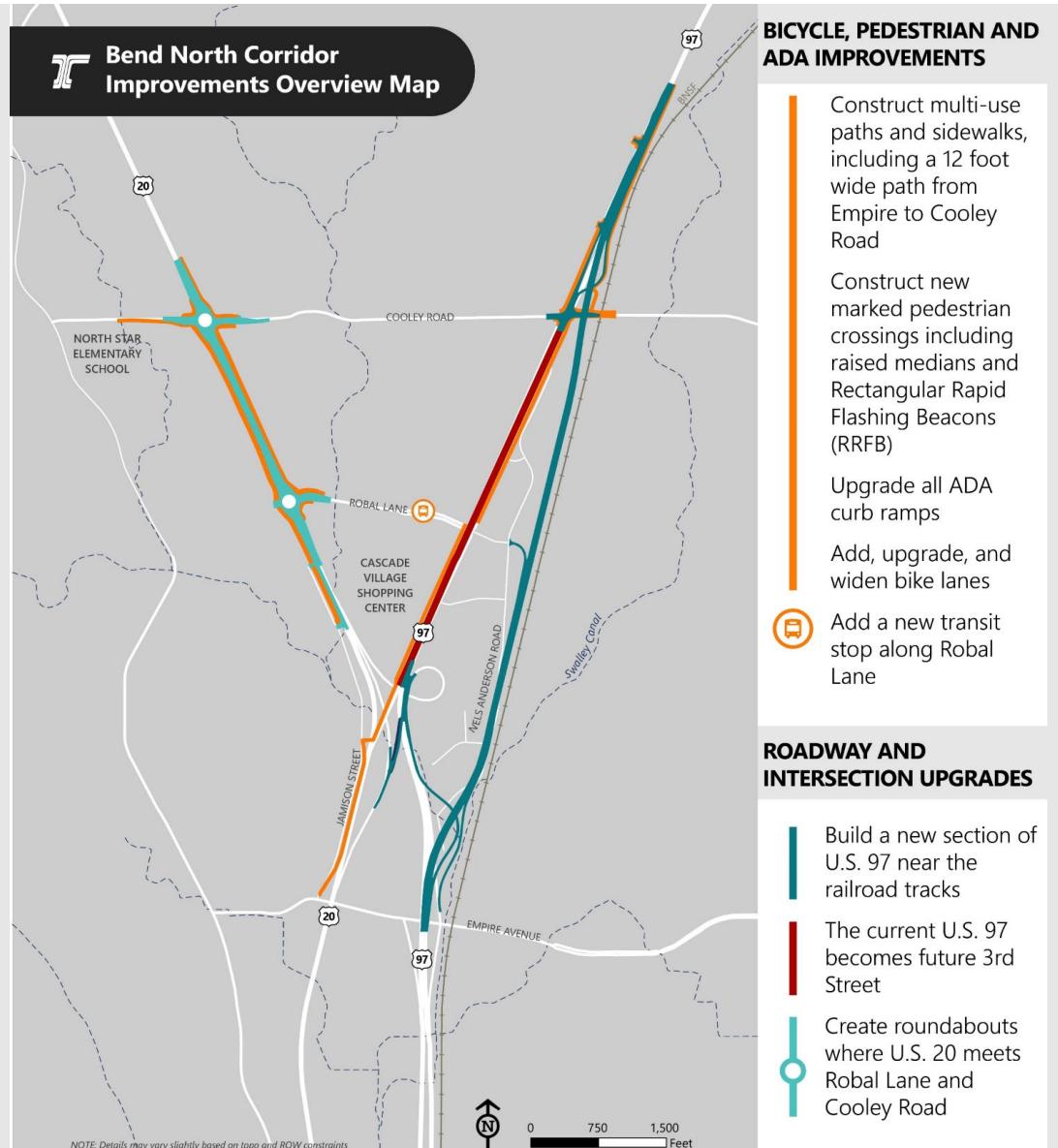
Project Overview

US20 Improvements:

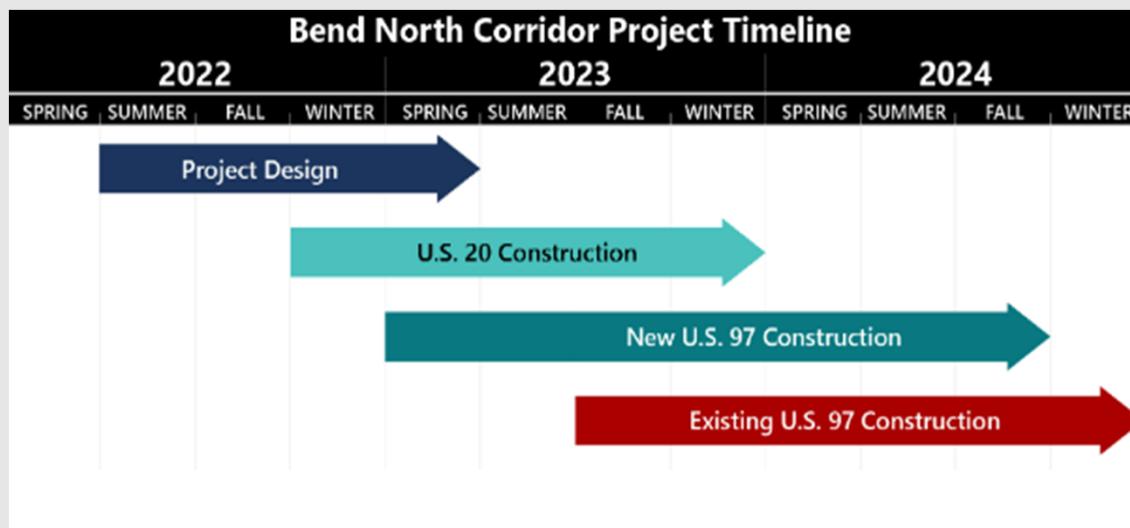
- Multi-lane roundabout at Cooley Rd
- Signal decommissioning and multi-lane roundabout at Robal Ln
- Bike and Pedestrian Facilities

US97 Improvements:

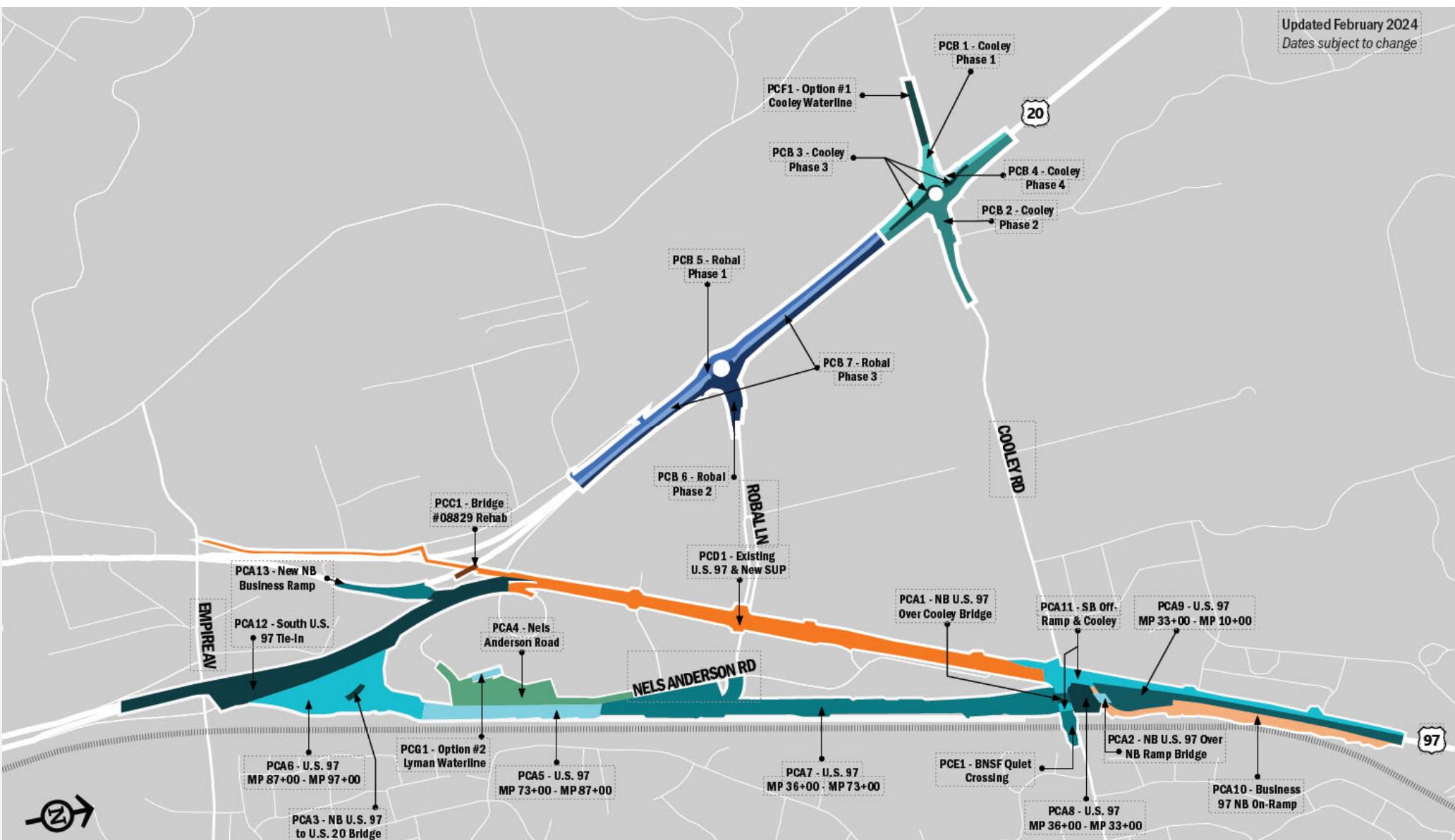
- Re-align heavily congested segment of US97 from Empire Ave to North of Cooley Rd.
- Bike and Pedestrian Facilities



Driving Factors for Design-Build



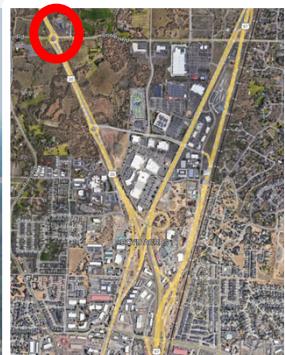
Updated February 2024
Dates subject to change







US20 @ Cooley Road
Early May 2023



US20 @ Cooley Road
Late July 2023

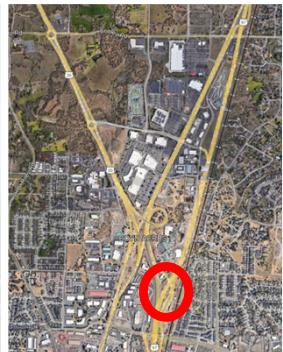






US20 Robal, Cooley, & OBR Roundabouts

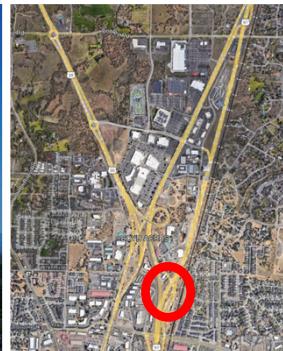
Sept 2024



US 97 Looking North From Empire Bridge
Early July 2023



Looking North From Empire Bridge
Early May 2024



Looking North From Empire Bridge
Late July 2024



US97 @ 3rd Street Flyover
December 2023



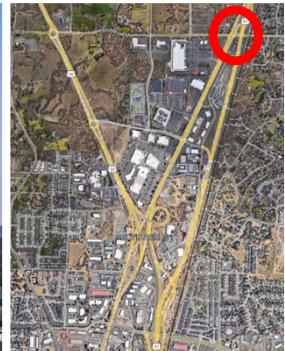


US97 @ 3rd Street Flyover
August 2024



JLC
Looking NW – Cooley Road Bridge
Mid-November 2023





 Looking NW – Northern Bridges
Late July 2024





Early Completion of US20



- ODOT/Contractor collaborative approach to risk management
- Unified action to mitigate threats to schedule
- Kiewit double shifting work
- ODOT support in Quality management

$$\uparrow \text{Value} = \frac{\uparrow \text{Performance}}{\downarrow \text{Cost} + \downarrow \text{Time} + \downarrow \text{Risk}}$$

Early Completion of US97



- ODOT/Contractor collaborative approach to risk management
- Unified action to mitigate threats to schedule
- Kiewit double shifting work
- ODOT support in Quality management

$$\uparrow \text{Value} = \frac{\uparrow \text{Performance}}{\downarrow \text{Cost} + \downarrow \text{Time} + \downarrow \text{Risk}}$$

Questions?



Omar Ahmed
Central Oregon & Lower John Day Area
Manager

omar.ahmed@odot.oregon.gov

Annual Obligation Report

Kelli Kennedy

Annual Obligation Report

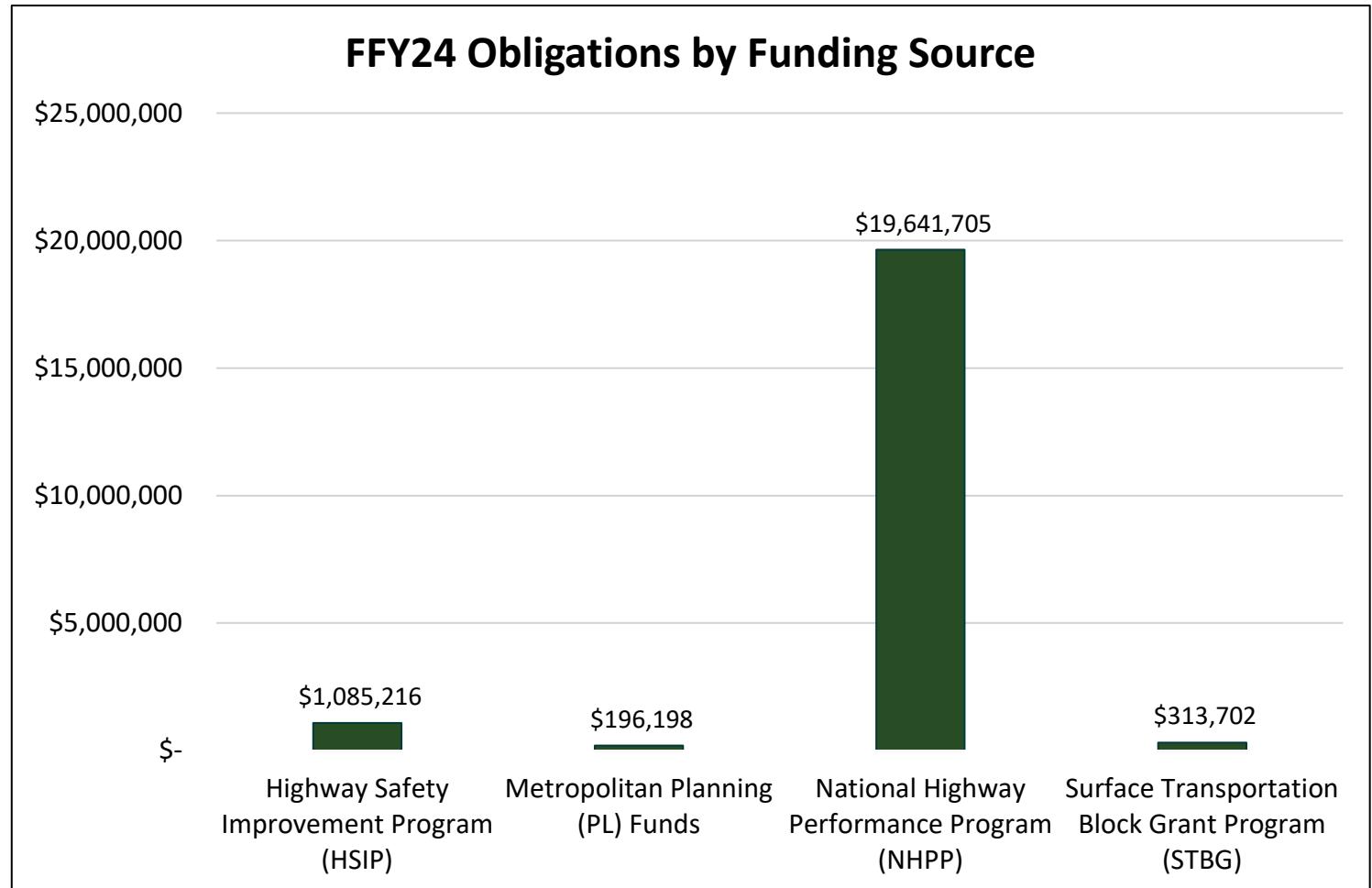
- Obligation: federal government's legal commitment to pay federal share of project costs
- Listing of obligated projects (federally required)
 - Obligation period: federal fiscal year 2023-2024 (FFY24)
 - *October 1, 2023 – September 30, 2024*
 - Within BMPO boundary (in part or in whole)
- Developed in cooperation with ODOT and CET
- Purpose
 - Transparency – government spending on area transportation projects
 - Public awareness & understanding – how federal funds are being spent
 - Progress reporting – projects programmed in the MTIP

FFY24 Obligations Overview

- Total obligated in FFY24: **\$21,236,820**
- 6 projects
- 4 main funding sources
- Highest obligation in year
 - US97 and US20 Bend North Corridor Project
 - \$16,733,476 obligated
 - 78.8% of total BMPO annual obligations

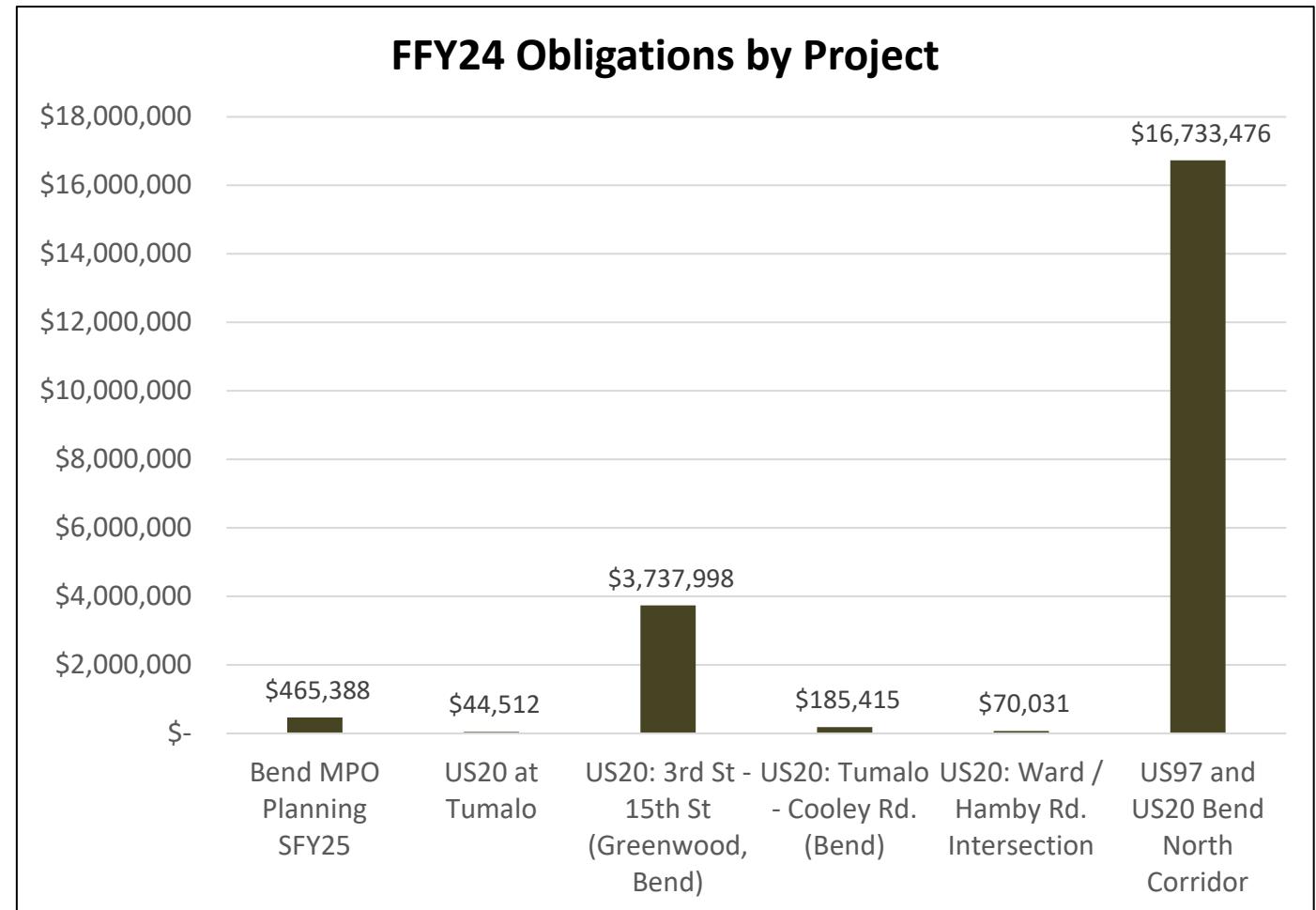
FFY24 Obligations by Funding Source

- 4 funding sources:
 - HSIP
 - PL
 - NHPP
 - STBG



FFY24 Obligations by Project

- 6 projects:
 - Bend MPO Planning SFY25
 - US20 at Tumalo
 - US20: 3rd St – 15th St(Greenwood, Bend)
 - US20: Tumalo – Cooley Road (Bend)
 - US20 Ward/Hamby Rd. Intersection
 - US97/US20 Bend North Corridor



Questions?

- Full report available to download via the
 - [BMPO MTIP and Annual Obligation Report webpage](#)

2025 State Legislative Session Update

Tyler Deke

2025 State Legislative Session Update

- Transportation funding bills
 - Minimal public discussion about major transportation funding bill
 - Sen. Bruce Starr charged with finding ways to improve ODOT accountability
 - HB 3362 would impose a 4% tax on the sale of new tires
 - Funding to public transit and wildlife crossings
 - HB 2963 would provide rebate vouchers to qualifying individuals who purchase electric assist bicycles
- Updates from Policy Board members or alternates?

Federal Update and BMPO Document Updates

Tyler Deke

Federal Update

- General Update
 - Some discretionary grant programs paused
 - Federal Transit Administration (FTA) funded projects – amendments paused
 - Some awarded discretionary grants and recent Congressional earmarks paused
 - Some projects now require Federal Highway Administration (FHWA) Division Office & HQ approval
 - FHWA and FTA staffing cuts and office closures
 - Prior Environmental Justice (EJ) Executive Orders rescinded
 - Most EJ, DEI and Climate Change materials removed from USDOT webpages
- MPO Update
 - 2021 Planning Emphasis Areas (PEAs) removed from FHWA website. New PEAs expected later this year
 - FHWA staff recommend modifying some language in documents (and grant applications)

Other Business

Chair Méndez

Other Business

- COACT Safety Committee – Policy Board representative
- Policy Board agenda item requests
- The next meeting of the BMPO Policy Board is scheduled for April 18, 2025 at 12:00 p.m. Potential topics:
 - FY26 Budget Adoption
 - FY26 and FY27 Unified Planning Work Program (UPWP) adoption
 - BMPO establishment IGA and Bylaws revisions

Public Comment

Chair Méndez

Adjourn

Chair Méndez

Language Assistance Services & Accommodation Information for People with Disabilities



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