



Technical Advisory Committee

June 3, 2025

Call to Order & Introductions

Tyler Deke, BMPO

Call to Order & Introductions

- Technical Advisory Committee (TAC) Members
 - Quinn Keever, Bend Park and Recreation District (BPRD)
 - Paul Dean, Bend La Pine Schools (BLS)
 - Eric Lint, Cascades East Transit (CET)
 - Greg Bryant, Citizen Representative
 - James Dorofin, Citizen Representative
 - Susanna Julber, City of Bend
 - Josh Clawson, Central Oregon Community College (COCC)
 - Brian Potwin, Commute Options
 - Tarik Rawlings, Deschutes County
 - Neil Baunsgard, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
 - Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4
 - Casey Bergh, Oregon State University-Cascades (OSU Cascades)
 - Angie Brewer, Department of Land Conservation & Development (DLCD)*
 - Jasmine Harris, Federal Highway Administration (FHWA)*
 - Danielle Casey, Federal Transit Administration (FTA)*
- BMPO Staff
 - Tyler Deke, Manager*
 - Andrea Napoli, Senior Planner
 - Kelli Kennedy, Program Coordinator
- Guest Presenters
 - Becky Knudson, ODOT
 - Chi Mai, ODOT

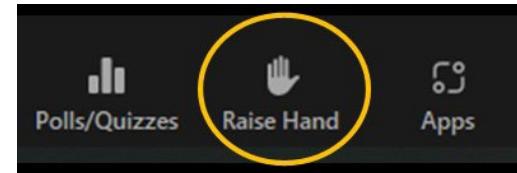
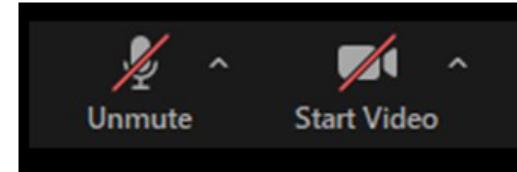
**Non-voting member.*

Hybrid Meeting Guidelines

Tyler Deke

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

Tyler Deke

Public Comment

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

Meeting Summary

Tyler Deke

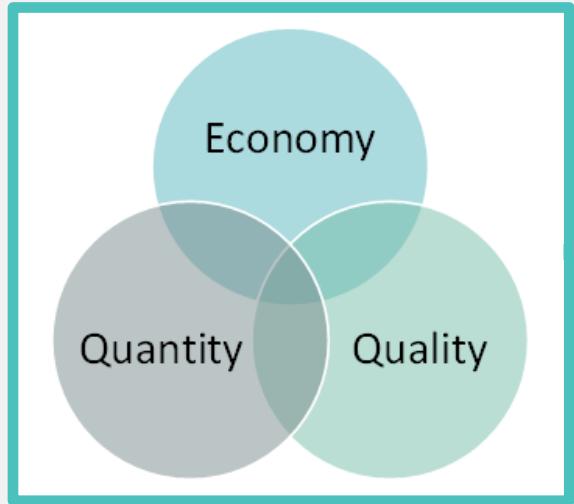
Meeting Summary

- **Action requested:** review and approve the April 1, 2025, TAC draft meeting summary (Attachment A).
 - Recommended language for motion: *I move approval of the April 1, 2025, Technical Advisory Committee draft meeting summary, as presented.*

2024 Statewide Congestion Overview

Becky Knudson, ODOT

Chi Mai, ODOT



2024 Statewide Congestion Overview

Prepared for the Bend MPO Technical Advisory Committee
June 3, 2025

Presented by Chi Mai, PE, System Analysis Engineer
Becky Knudson, Senior Transportation Economist

Oregon Department of Transportation



2024 STATEWIDE CONGESTION OVERVIEW

March 2025 Early Release Version

Oregon Department of Transportation
Transportation Planning Analysis Unit (TPAU)
555 13th St NE, Suite #2
Salem, OR 97301

Report Purpose and Audience

- Report first issued 2020 pre-pandemic
- Written to provide high level understanding of travel
- Target audience is policy decision makers to support informed decisions
- Effective solutions require understanding of economic motivation of businesses, freight movement and household user behavior

Early-release draft posted early March

A well-functioning transportation system is foundational to a robust economy.



Since 2001:

Population increased 25%
Employment increased 13%
VMT increased 9%



Since 2000:

State Highway capacity increased 4.6%
County Roads: up 9.8%
City Streets: up 13.8%

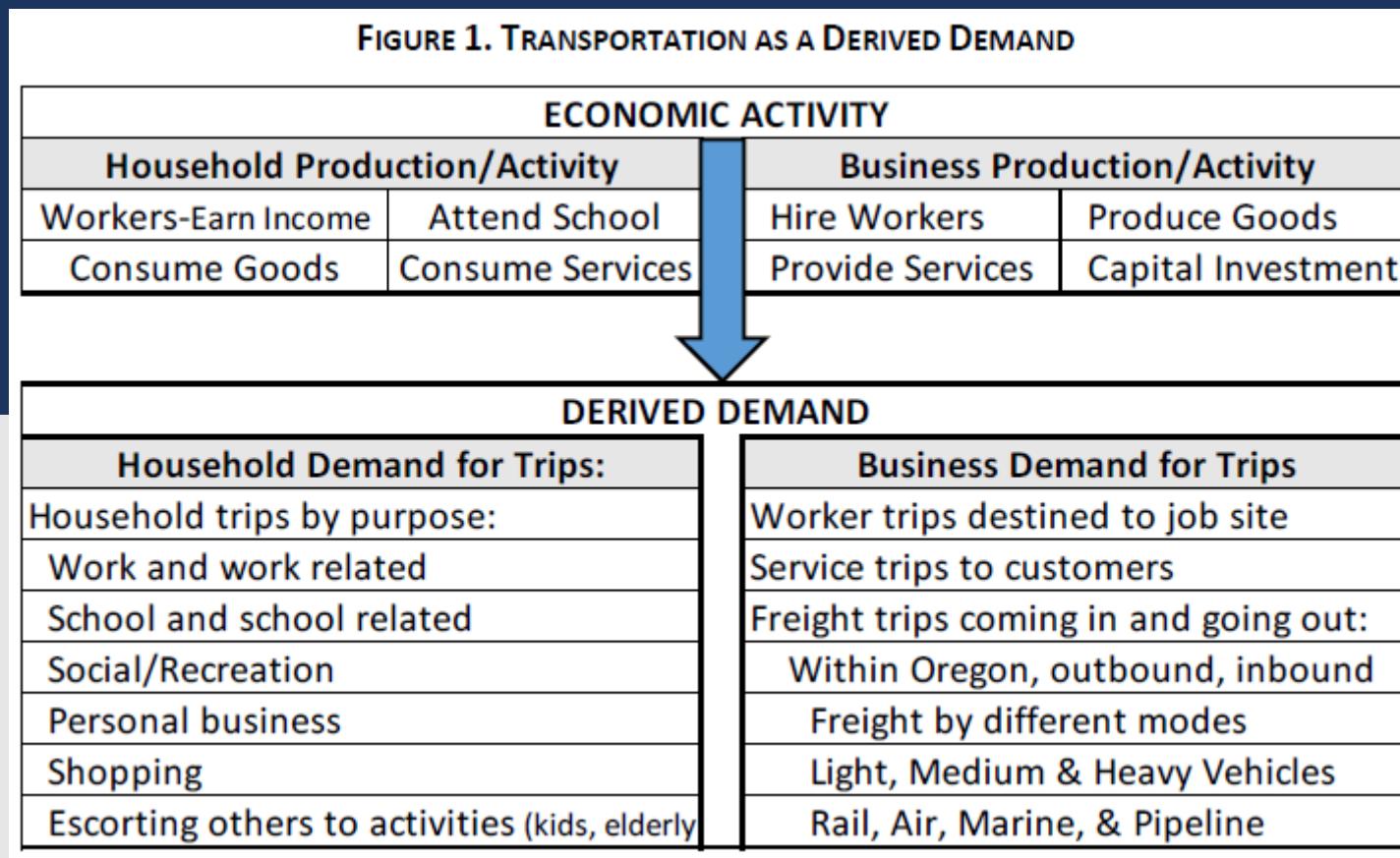


VMT by Roadway Ownership:

State Highway VMT: 60%
County VMT: 20%
City VMT: 20%

Demand is derived from economic activity, which is mostly beyond ODOT and local government control.

Explaining Oregon Economic Growth

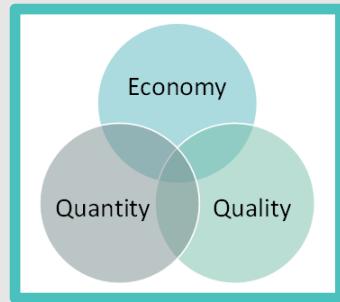


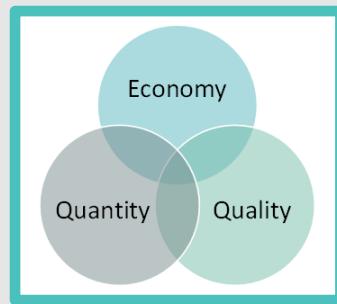
Oregon grows from in-migration of households and workers.

Performance Measures

Performance measures are **necessary** to evaluate how well mobility-related objectives are met across the variety of user needs

- **Commercial perspective:** access to workers, customers, goods and services needed to conduct business.
- **Freight movement** plays a key role in competitive access to markets for production inputs and final sales.
- **Household perspective:** access to places needed to fulfill a rich and satisfying life - jobs, schools, medical services, shopping, parks, and other personal amenities.



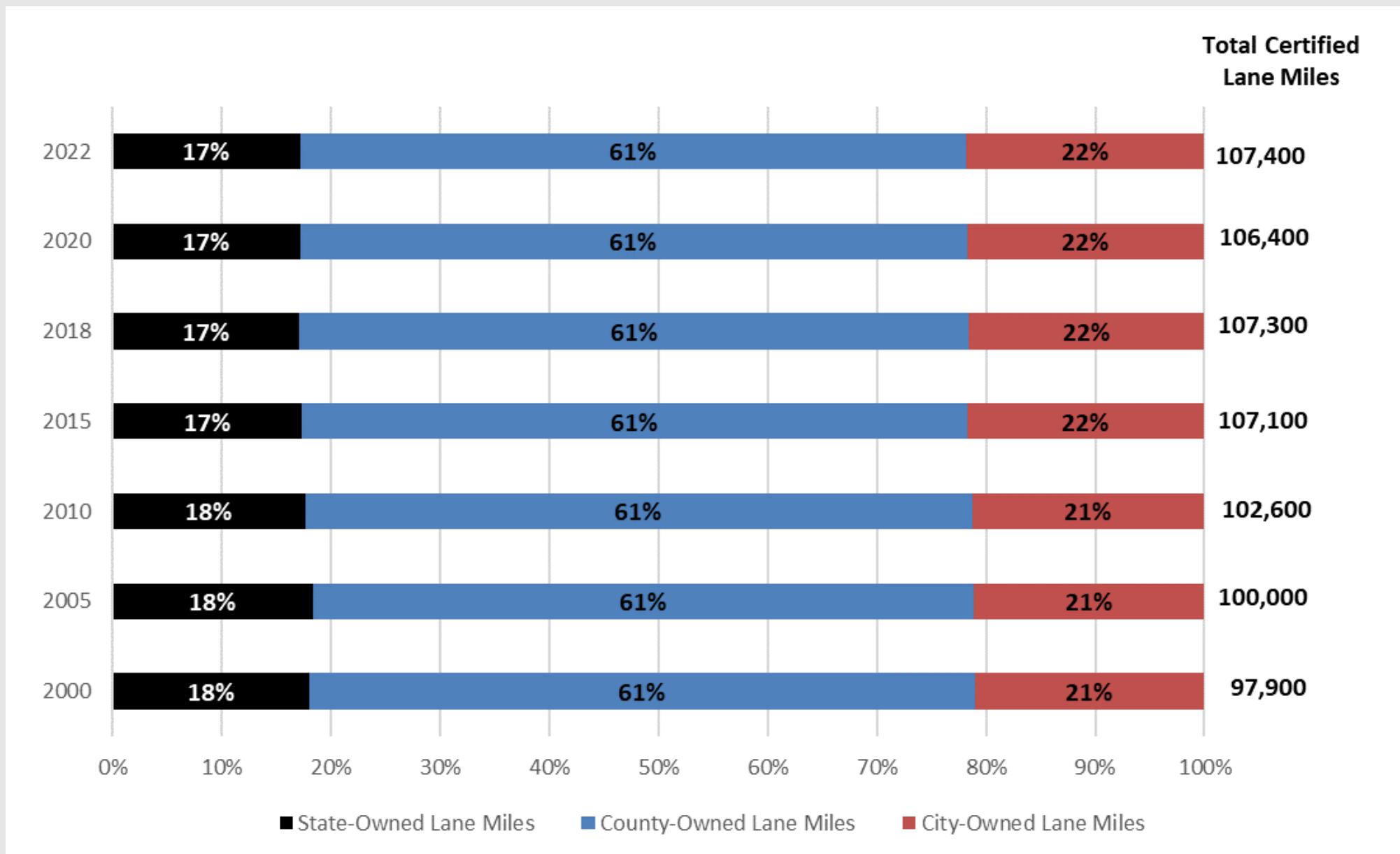


Quantity of Use: 2024

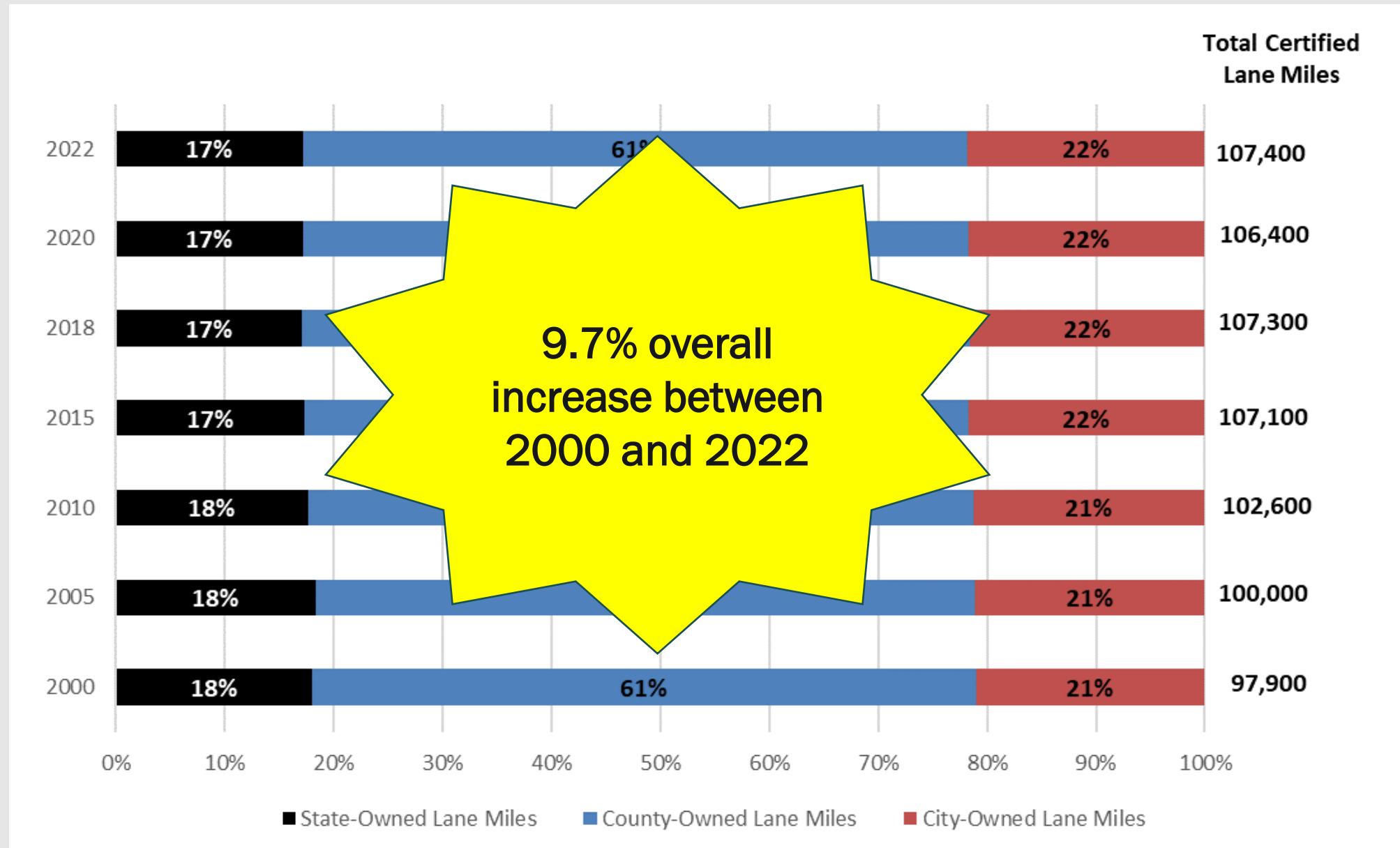
	Total VMT, in millions	Percent of Total	Lane Miles (2022)	Light Vehicles		Heavy Vehicles	
State Roads	21,614	61%	17%	19,050	59%	2,564	78%
Interstate	9,412	26%					
Non-Interstate	12,202	34%					
Local Roads	14,087	39%	83%	13,366	41%	720	22%
County Roads	7,095	20%	61%				
City Streets	6,992	20%	22%				
TOTAL All Roads	35,701	100%		32,416	91%	3,284	9%

Source: VMT - Highway Cost Allocation Study: 2023-2025 Biennium Table 4-2, Oregon Department of Administrative Services, Office of Economic Analysis; Lane Miles - Highway Performance Monitoring System, ODOT

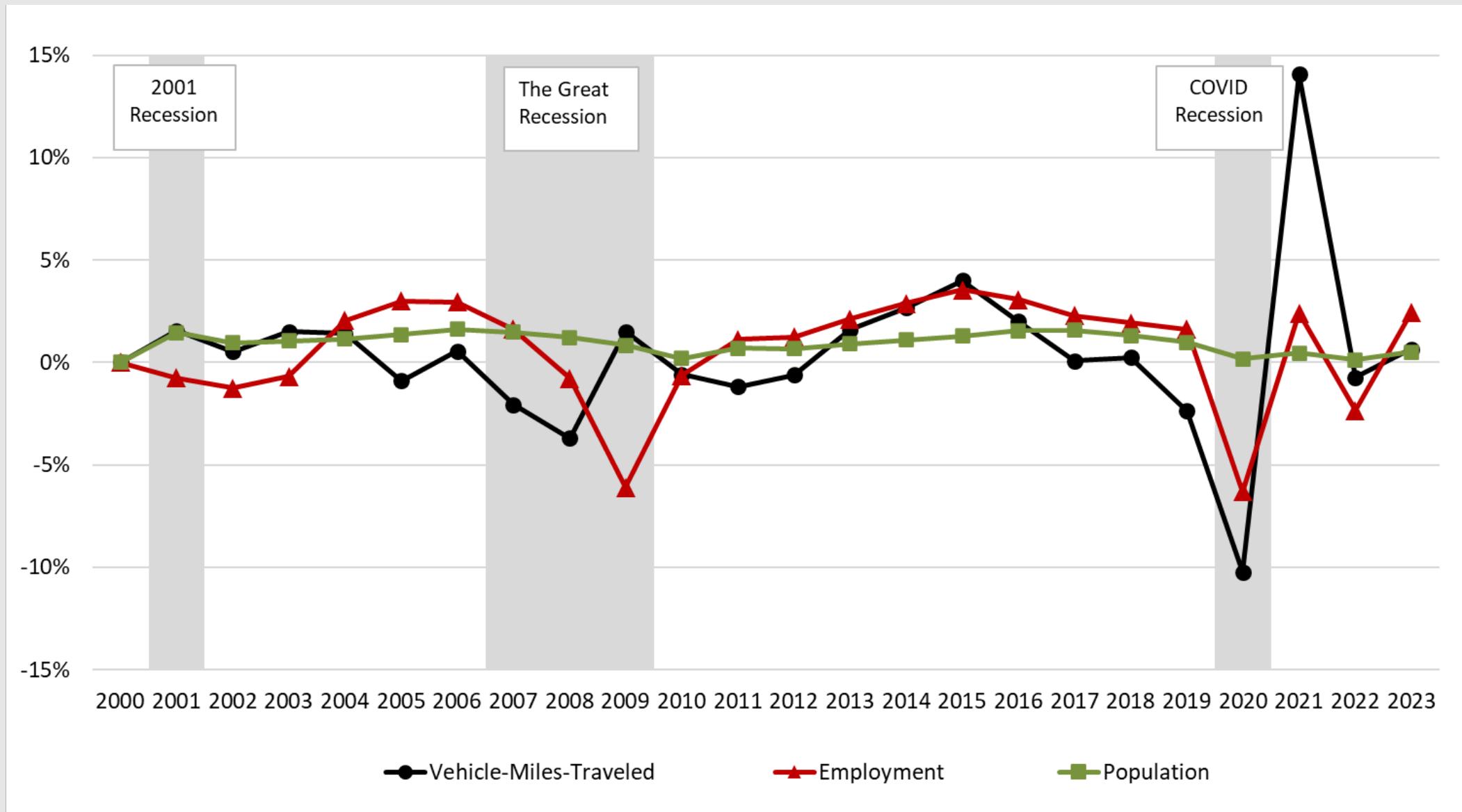
System Capacity: Lane Miles by Ownership



System Capacity: Lane Miles by Ownership



Change in VMT, Employment & Population



Freight Movement

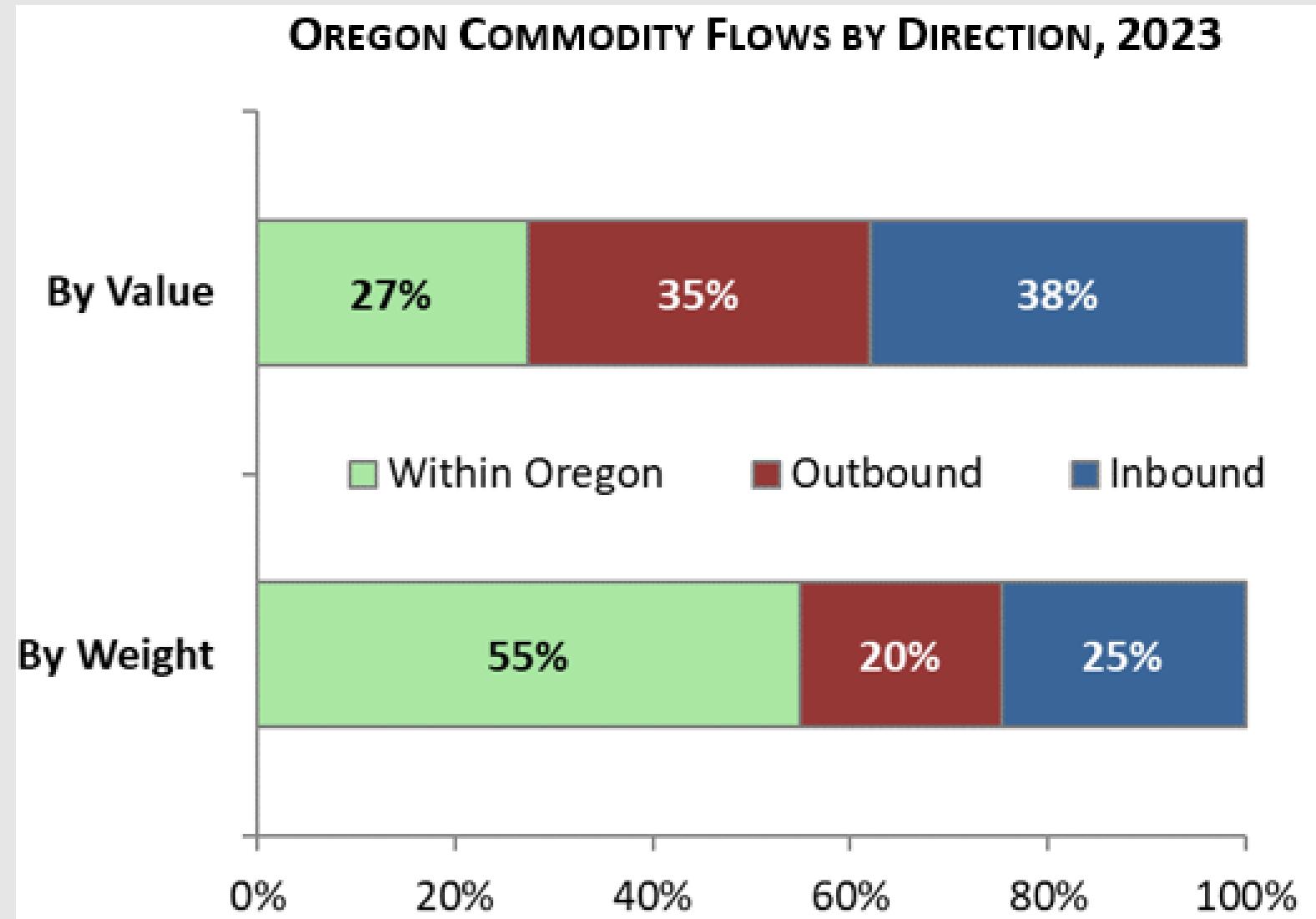
OREGON'S TOP TEN COMMODITY FLOWS BY VALUE, 2023

Within Oregon	Share of Total	Outbound	Share of Total	Inbound	Share of Total
Mixed freight	13%	Motorized vehicles	14%	Electronics	14%
Wood prods.	9%	Electronics	11%	Machinery	9%
Electronics	9%	Wood prods.	8%	Pharmaceuticals	8%
Machinery	5%	Mixed freight	8%	Motorized vehicles	8%
Other ag prods.	5%	Machinery	8%	Mixed freight	7%
Motorized vehicles	5%	Other foodstuffs	6%	Misc. mfg. prods.	6%
Plastics/rubber	4%	Other ag prods.	5%	Textiles/leather	4%
Other foodstuffs	4%	Precision instruments	4%	Natural gas and other fossil products	4%
Alcoholic beverages	4%	Misc. mfg. prods.	3%	Other foodstuffs	4%
Gasoline	4%	Textiles/leather	3%	Precision instruments	3%
Top 10 total share	61%	Top 10 total share	72%	Top 10 total share	68%

Source Freight Analysis Framework 5.6.1

Freight Movement

Oregon freight varies by weight and value



Quality of System Performance

Congestion: Travel Time Index



Congestion Level	Travel Time Index Value	Interpretation
No Congestion	Less than 1.2	Average travel time is no more than 20% above free flow time
Moderate Congestion	$1.2 \leq \text{TTI} < 1.5$	Average travel time is between 20% to 50% more than free flow time
Heavy Congestion	$1.5 \leq \text{TTI} < 2.0$	Average travel time is between 50% and 99% more than free flow time
Severe Congestion	Greater than or equal to 2.0	Average travel time is more than double free flow time

Reliability Level	Planning Time Index Value	Interpretation
Reliable	Less than 1.33	Average travel time on the worst day of the month is no more than 33% longer than free flow time.
Moderately Unreliable	$1.33 \leq \text{PTI} < 2.0$	Average travel time on the worst day of the month is more than 33% longer and less than double that of free flow time.
Highly Unreliable	Greater than or equal to 2.0	Average travel time on the worst day of the month is twice as long or more than free flow time.

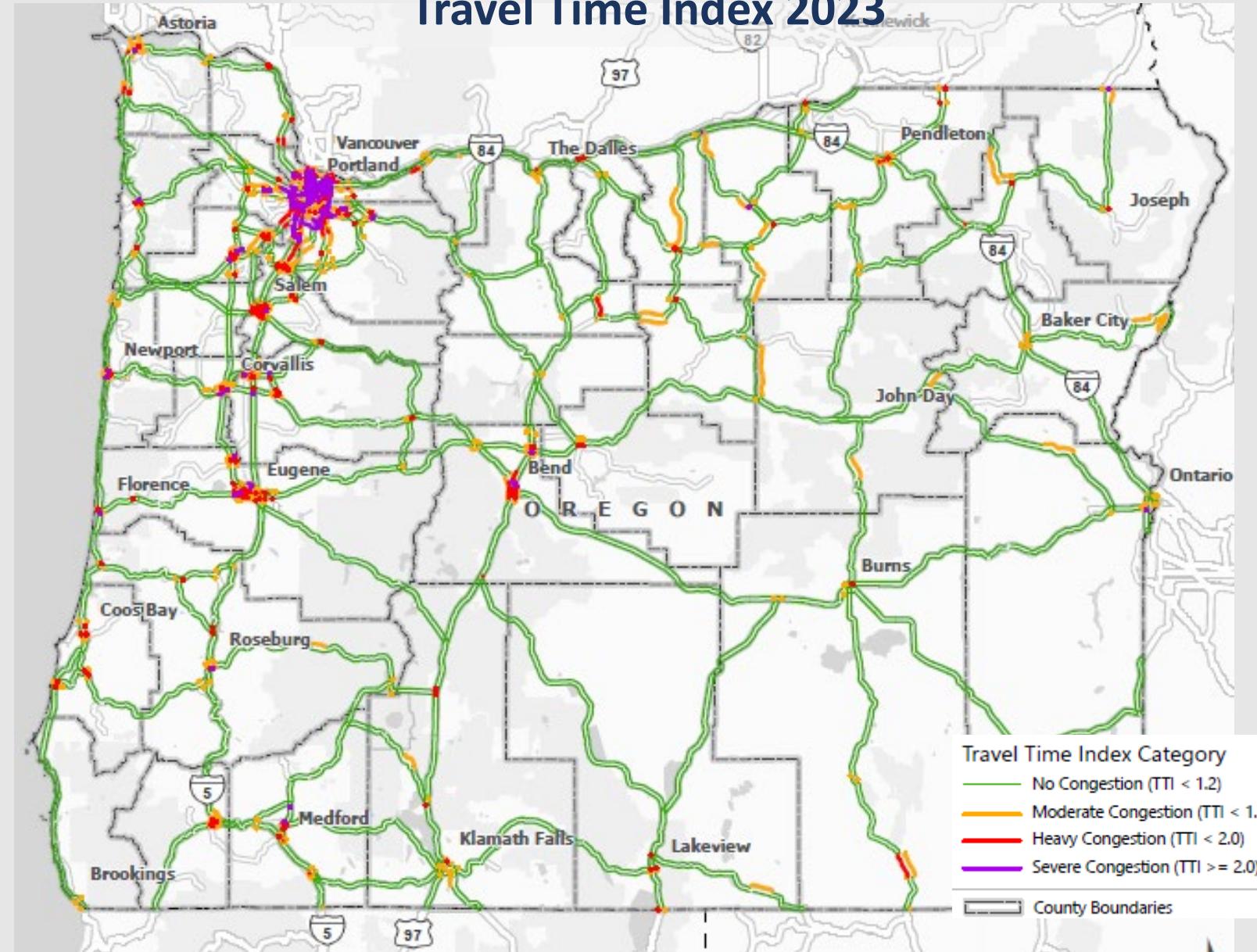
Reliability: Planning Time Index



Heavy and
Severe
Congestion
occur mostly
in Urban Areas

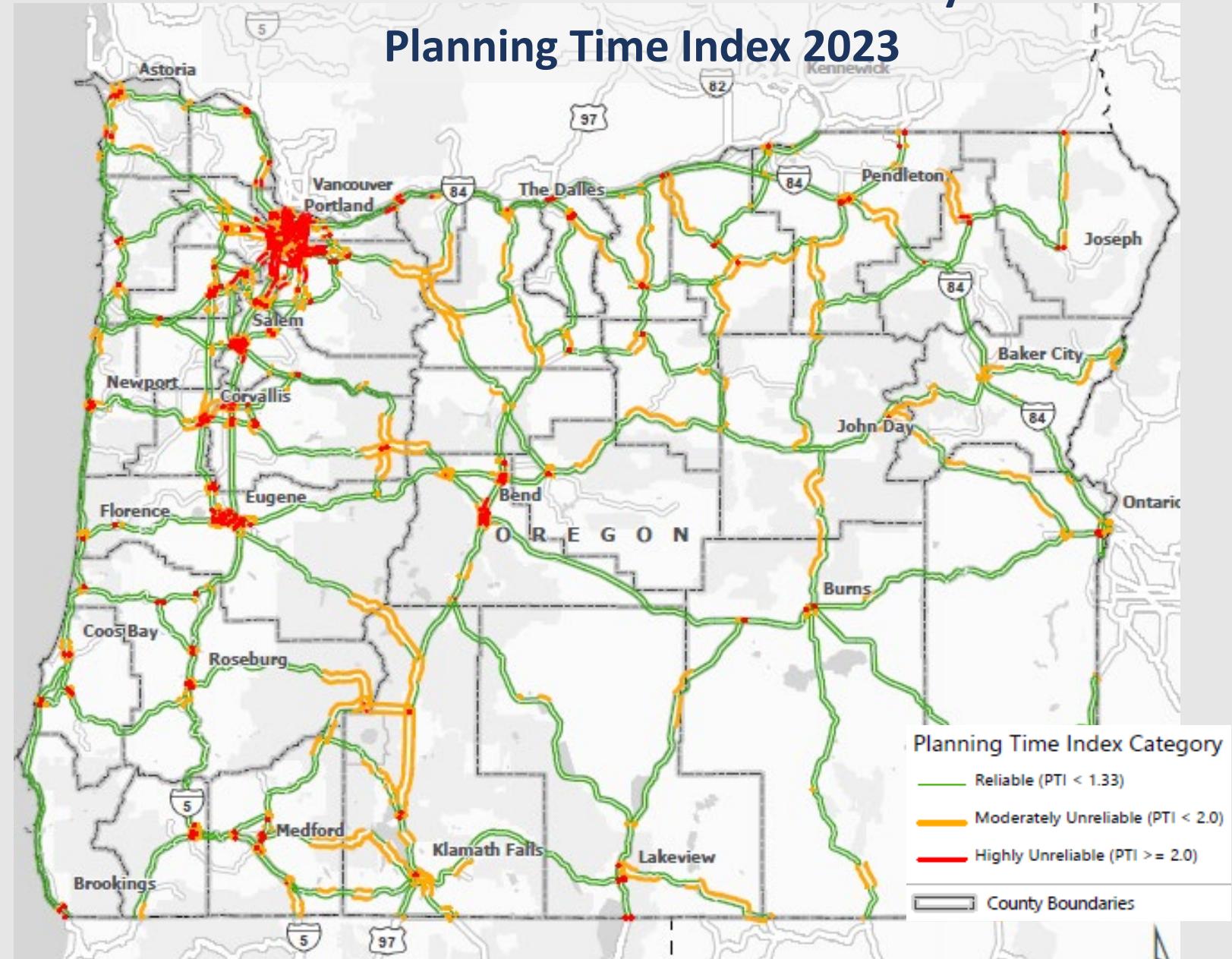


Statewide Congestion Delay: Travel Time Index 2023

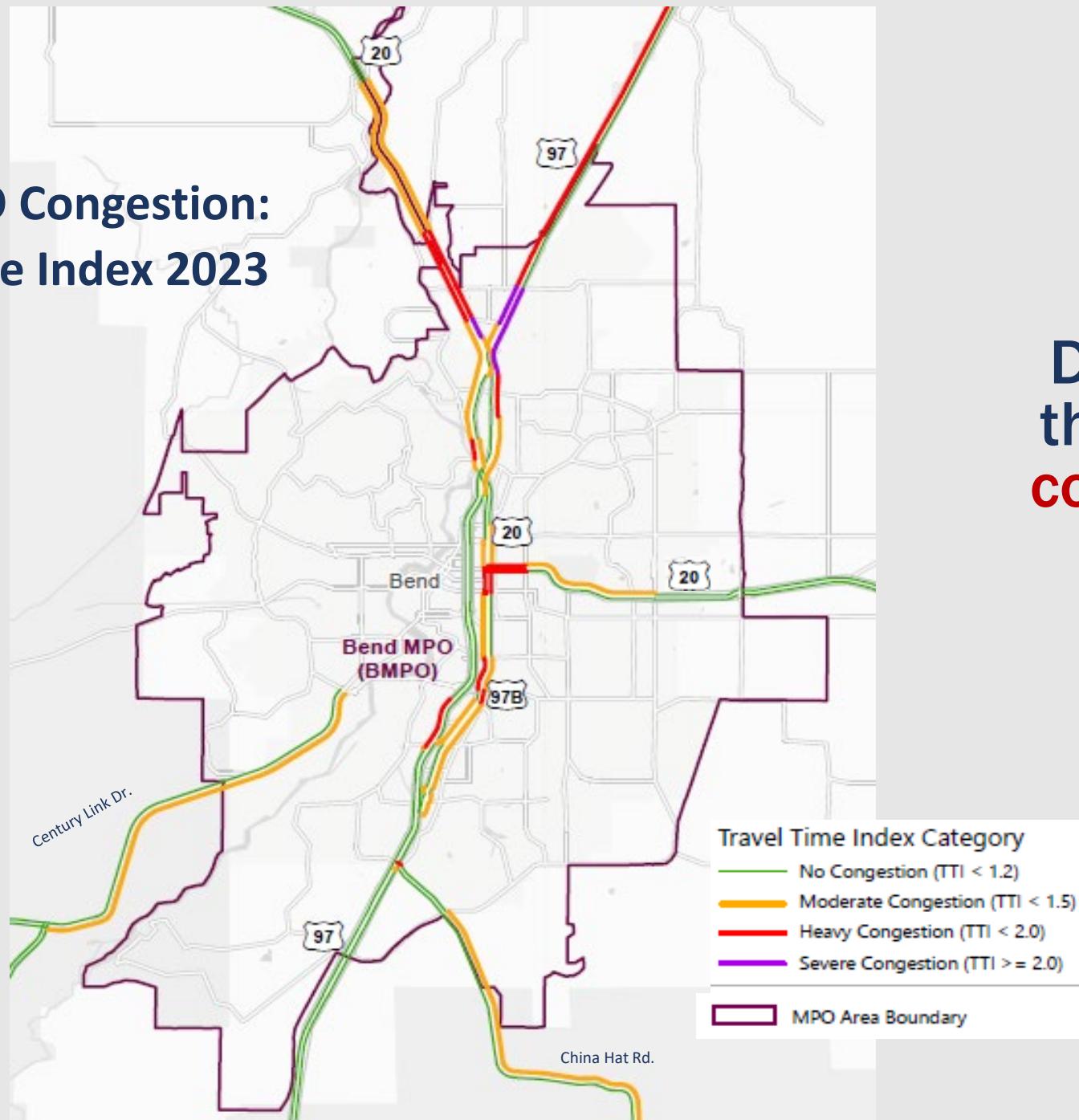


Statewide Travel Time Reliability: Planning Time Index 2023

Highly
Unreliable
conditions are
mostly in
Urban Areas

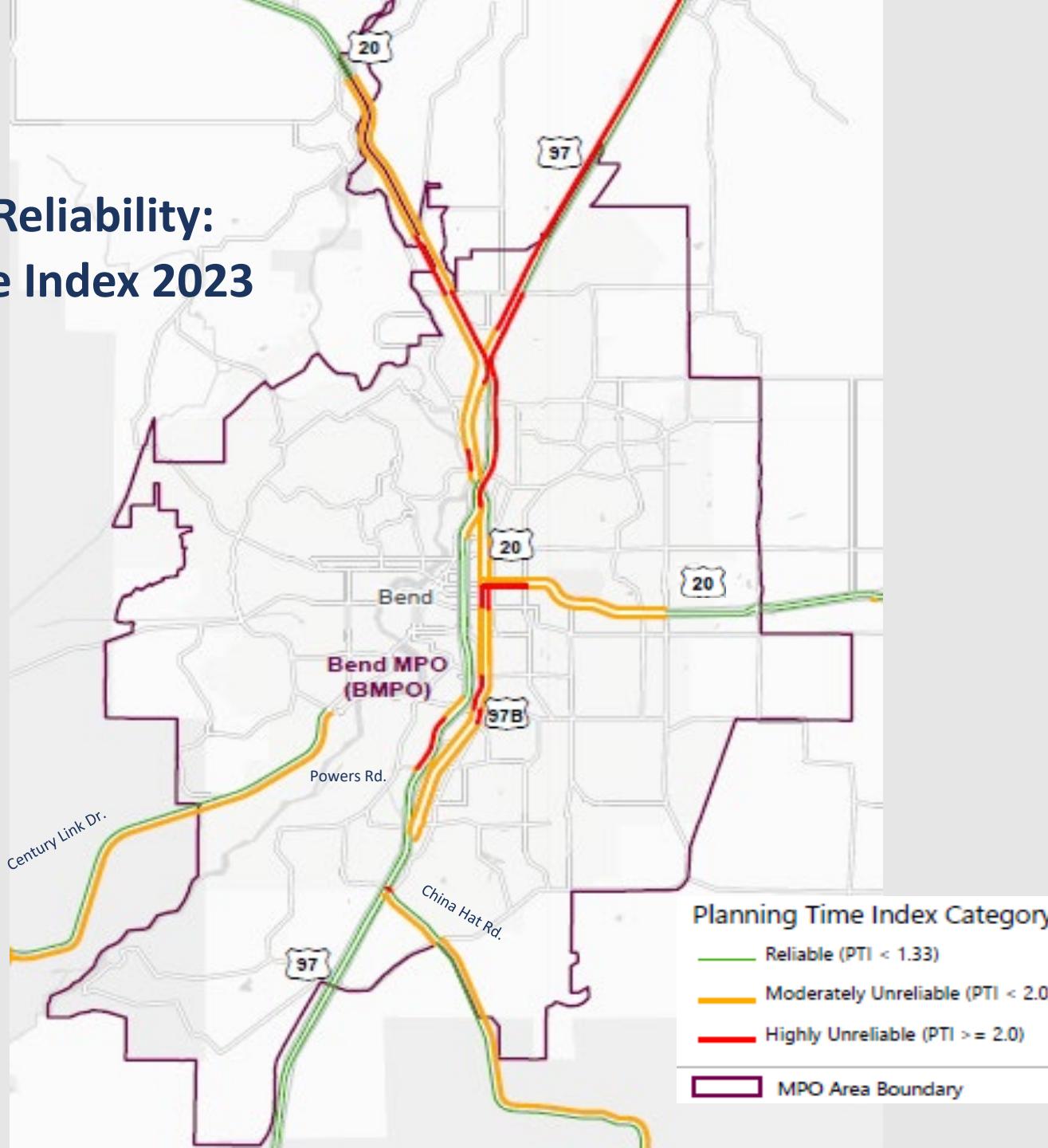


Bend MPO Congestion: Travel Time Index 2023



Data reveals where
the highest levels of
congestion delay are
located in Bend

Bend MPO Reliability: Planning Time Index 2023



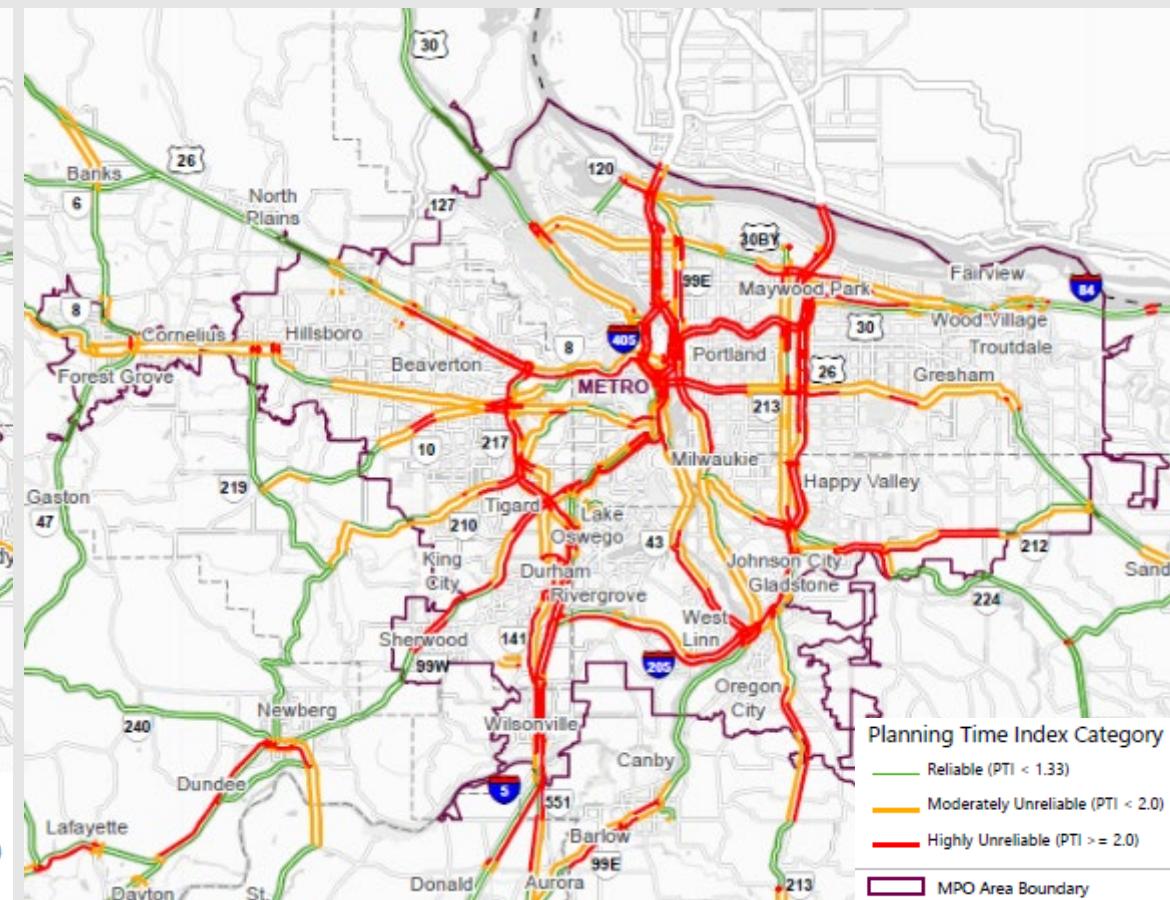
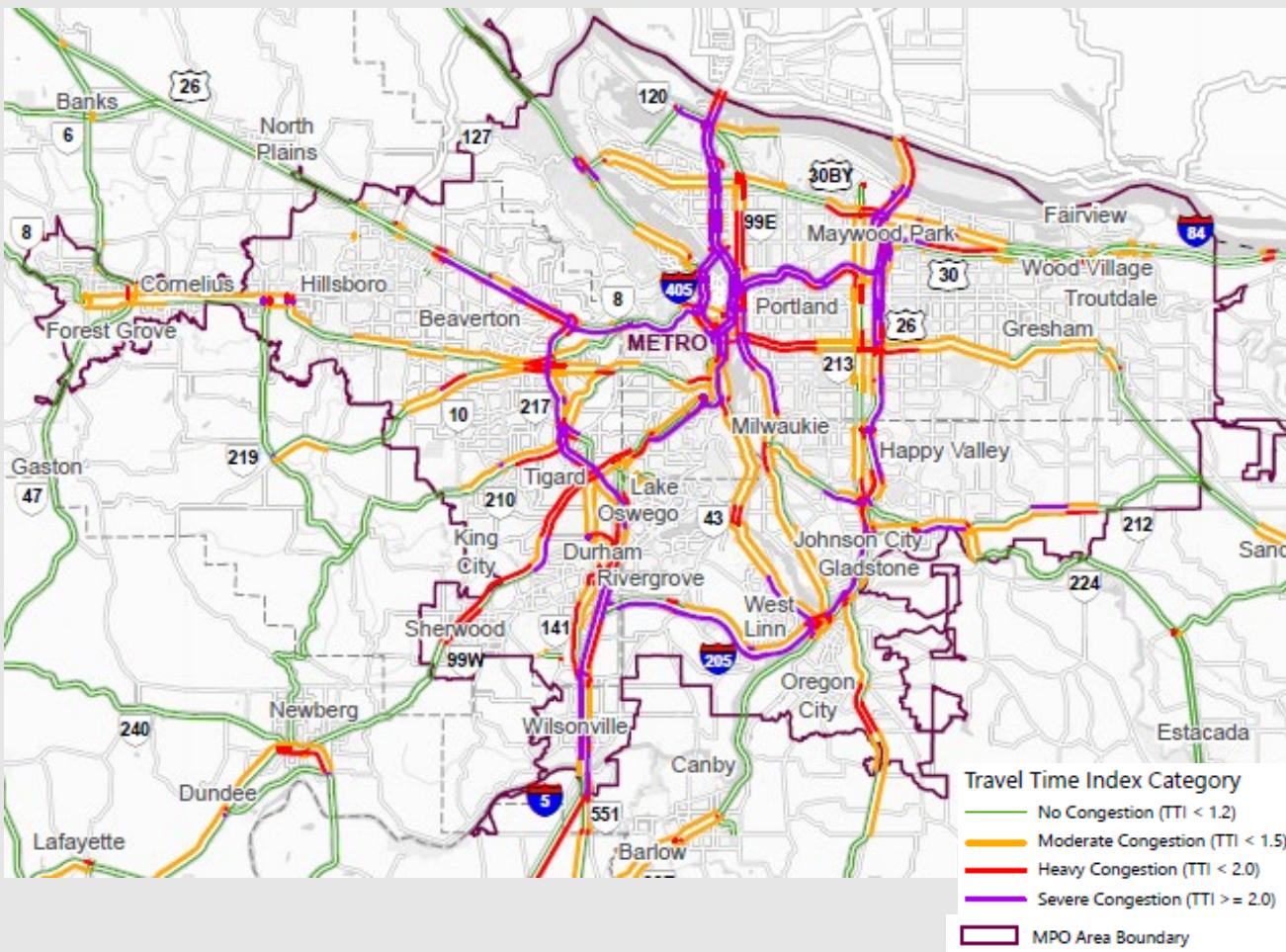
Data reveals where
the most **unreliable**
conditions are
located

As a Major Freight Hub, Portland Delay Impacts the Entire State

Portland Metro Congestion: Travel Time Index 2023



Portland Metro Travel Time Reliability: Planning Time Index 2023



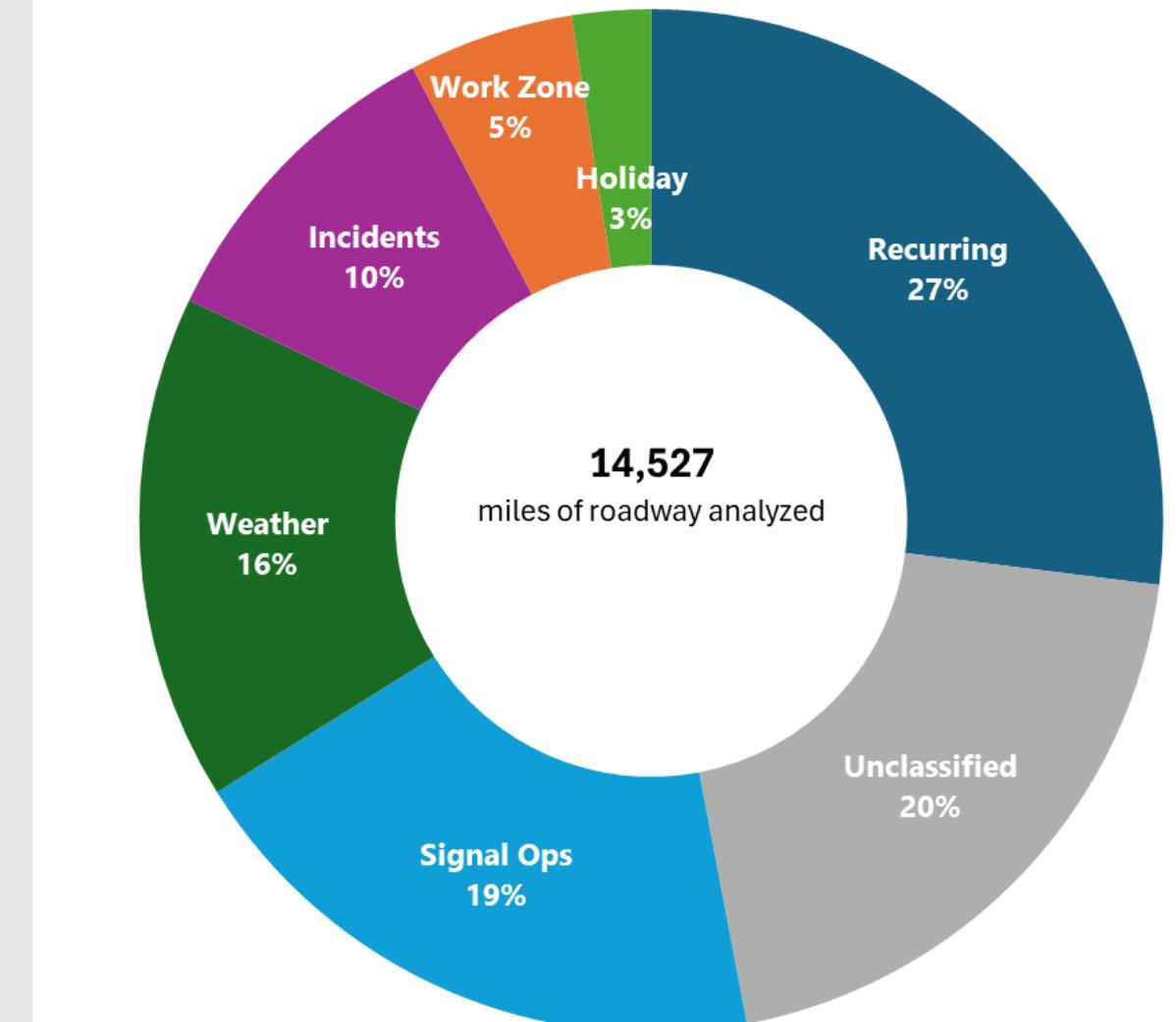


Causes of Congestion

Recurring
Weather
Incidents
Work Zones
Holidays

Signal Operations
Unclassified

Oregon Statewide
Causes of Congestion for 2023
% of total vehicle hours of delay (VHD)



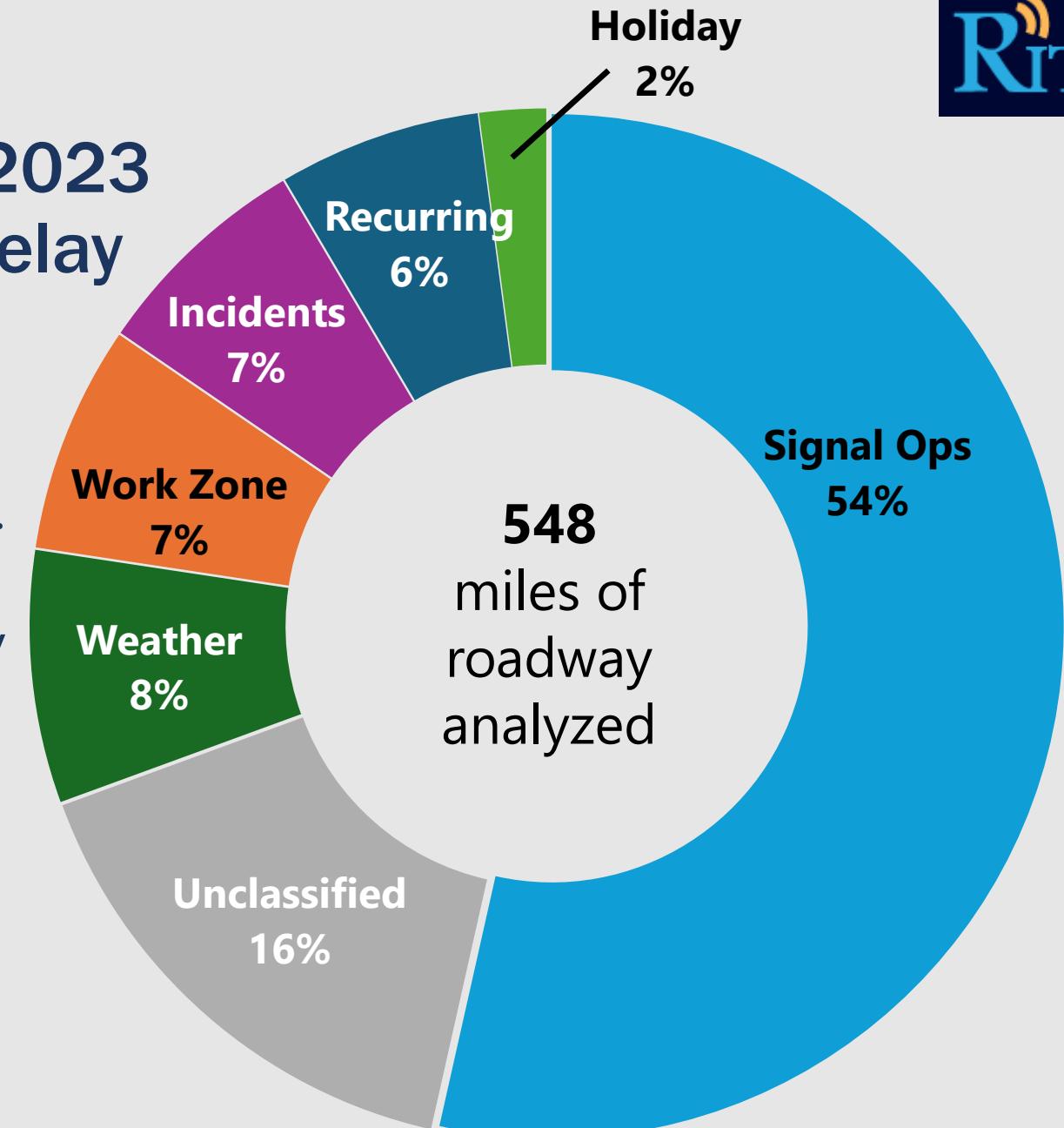
If multiple causes identified, delay was allocated to the most explanatory cause in this order:
Incidents, Work Zone, Weather, Signal Operations, Holiday, Recurring, and Unclassified.

BMPO Causes of Congestion 2023

% of Total Vehicle Hours of Delay

Data includes all of Deschutes County.
If multiple causes identified, delay
was allocated to the most explanatory
cause in this order:

**Incidents, Work Zone, Weather,
Signal Operations, Holiday,
Recurring, and Unclassified.**



Causes of Congestion: Bend

Location	Recurring	Weather	Incidents	Work Zone	Holiday
Statewide	27%	16%	10%	5%	2%
Bend	6%	8%	7%	7%	2%

Location	Signal Ops*	Unclassified**
Statewide	19%	20%
Bend	54%	16%

*signal operations play a major role managing a safe and efficient transportation system to accommodate a variety of users. This is a special case of recurring delay that is part of managing the road system.

**unclassified is defined as instances when a cause could not be determined.

Causes of Delay



Location	Recurring	Weather	Incidents	Work Zone	Holiday	Signal Ops*	Unclassified**
Statewide (All Counties)	27%	16%	10%	5%	2%	19%	20%
Albany MPO (Linn County)	1%	21%	13%	2%	2%	39%	22%
Bend MPO (Deschutes County)	6%	8%	7%	7%	2%	54%	16%
Central Lane MPO (Lane County)	3%	14%	7%	3%	3%	33%	38%
Corvallis MPO (Benton County)	3%	20%	1%	1%	0%	72%	4%
Metro (Clackamas, Multnomah, & Washington Counties)	36%	15%	10%	6%	2%	14%	16%
Middle Rogue MPO (Josephine County)	4%	24%	9%	2%	2%	42%	18%
Rogue Valley MPO (Jackson County)	6%	23%	7%	5%	2%	30%	27%
Salem-Keizer MPO (Marion County)	3%	13%	23%	2%	4%	19%	37%

* Signal Operations play a major role in managing a safe and efficient transportation system to accommodate a variety of users. This is a special case of recurring delay that is part of managing the road system.

** Unclassified is defined as instances when a cause could not be determined.



Questions?



For More Information:

Chi Mai, PE
ODOT Transportation Planning Analysis Unit
chi.mai@odot.Oregon.gov

Access the report here:
https://www.oregon.gov/odot/Planning/Documents/2024_Statewide_Congestion_Overview.pdf

Information on RITIS here:
<https://www.oregon.gov/odot/data/pages/ritis.aspx>

State Highway Fund (SHF) Program: Application Criteria Update

Andrea Napoli, BMPO

Topic & Request

- BMPO SHF project application submittal opens in September 2025
 - A competitive, criteria-based process conducted every 2-3 years
 - TAC to revisit previous (2022) application criteria and scoring for the upcoming funding cycle
 - Keep or revise
- **Action requested:** TAC recommendation to the Policy Board regarding project application criteria and scoring

Background Project Application Criteria & Scoring

- First BMPO project application process in 2020
 - Criteria based off 2019 Metropolitan Transportation Plan (MTP) goals
 - Slightly revised for 2022 call for projects
 - Minor language changes, added use of BMPO Equity Mapping Tool
- How criteria scoring applied:
 - Staff drafts initial project scoring based on how well info in application supports criteria
 - TAC finalizes scoring through consensus, uses it to ***inform*** their funding recommendation to Policy Board

2022 Project Application Criteria & Scoring

- Suggested staff edits highlighted

Criterion	Level of Priority & Maximum Points
1. Project addresses a known safety concern or enhances safety.	High (6 points)
2. Project increases system capacity, quality, and/or connectivity for multiple users (drivers, cyclists, pedestrians, transit users).	High (6 points)
3. Project increases system efficiency (without increasing capacity or at lower cost, and/or system-wide benefit).	High (6 points)
4. Project improves transportation system or provides transportation-related benefit to those who do not drive .	High (6 points)
5. Project reduces Vehicle Miles Traveled (VMT) and/or emissions.	High (6 points)
6. Project advances equity in transportation / provides benefit to transportation disadvantaged populations. (Use Equity Mapping Tool , if applicable.)	High (6 points)
7. Project includes cost sharing / investment from other funding sources.	Low (3 points)
8. Project supports economic development.	Low (3 points)
9. Project encourages freight movement on appropriate routes (designated routes/arterials).	Low (3 points)

2022 Project Application Criteria & Scoring

Scoring Breakdown (2022)

High Priority Ranking Scale 0-6 points		Low Priority Ranking Scale 0-3 points
0 = Does not support criteria	4 = Moderate to High support	0 = Does not support criteria
1 = Low support	5 = High support	1 = Low support
2 = Low to Moderate support	6 = Very High support	2 = Low to Moderate support
3 = Moderately supports		3 = Moderately supports

1. Project addresses a known **safety** concern or enhances safety. (*High Priority, max. 6 points*)
 - *Keep? Revise? Delete?*
2. Project increases system capacity, quality, and/or connectivity for **multiple users** (drivers, cyclists, pedestrians, transit users). (*High Priority, max. 6 points*)
 - *Keep? Revise? Delete?*
3. Project increases **system efficiency** (without increasing capacity or at lower cost, **and/or system-wide benefit**). (*High Priority, max. 6 points*)
 - *Keep? Revise? Delete?*

2022 Project Application Criteria & Scoring

4. Project improves transportation system or provides transportation-related benefit to **those who do not drive**. (*High Priority, max. 6 points*)
 - *Keep? Revise? Delete?*
5. Project reduces **Vehicle Miles Traveled (VMT)** and/or emissions. (*High Priority, max. 6 points*)
 - *Keep? Revise? Delete?*
6. Project advances **equity** in transportation / provides benefit to transportation disadvantaged populations. (Use **Equity Mapping Tool**, if applicable.) (*High Priority, max. 6 points*)
 - *Keep? Revise? Delete?*

2022 Project Application Criteria & Scoring

7. Project includes **cost sharing** / investment from other funding sources. (*Low Priority, max. 3 points*)

- *Keep? Revise? Delete?*

8. ~~Project supports economic development.~~ (*Low Priority, max. 3 points*)

- *Keep? Revise? Delete?*

9. ~~Project encourages freight movement on appropriate routes (designated routes/arterials).~~ (*Low Priority, max. 3 points*)

- *Keep? Revise? Delete?*

Motion

Recommended language for motion: *I move to recommend the project application criteria and scoring for the 2025 call for projects, [as presented / revised], to the Policy Board for approval.*

TAC Bylaws Amendments

Tyler Deke

TAC Bylaws Amendments

- Proposed minor changes to TAC Bylaws
 - Change “citizen” members to “community” members
 - Changing membership status of COCC
 - Updated Community Members section
 - Add preference for community members to serve on the TAC and Budget Committee
 - Add language about consecutive terms
 - Consider removing reference to *Roberts Rules of Order*

TAC Bylaws Amendments

- Proposed changes to Amendments section
 - Change approval from TAC to Policy Board
 - TAC makes recommendation to Policy Board
- Other changes?
- **Action requested:** Consider recommendation to Policy Board to adopt revised Bylaws
 - Recommended language for motion: *I move to recommend the Policy Board adopt the revised TAC Bylaws (as is or with modifications)*

Member & Guest Roundtable

Member & Guest Roundtable

- Time for TAC members to:
 - Provide updates on current projects and planning efforts.
 - Request future agenda topics.

Public Comment

Time for members of the public to provide comment.

Next TAC Meeting

The next meeting of the BMPO TAC is scheduled for
July 1, 2025, at 10:00 a.m.

Adjourn

Tyler Deke

Language Assistance Services & Accommodation Information for People with Disabilities



You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122. Relay Users Dial 7-1-1.



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

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Kelli Kennedy en kkennedy@bendoregon.gov o 541-693-2122. Los usuarios del servicio de retransmisión deben marcar el 7-1-1