



Meeting Summary

BMPO Technical Advisory Committee Meeting

Location: Lansdowne Conference Room (Wall Street Annex)
709 NW Wall Street, Suite 100, Bend, Oregon

Date: March 4, 2025

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Voting Members

1. Paul Dean, Bend-La Pine Schools (BLS)
2. Quinn Keever, Bend Park and Recreation District (BPRD)
3. Eric Lint, Cascades East Transit (CET)
4. James Dorofi, Citizen Representative
5. Susanna Julber, City of Bend
6. Brian Potwin, Commute Options
7. Tarik Rawlings, Deschutes County
8. Neil Baunsgard, Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC)
9. Ken Shonkwiler, ODOT Region 4
10. Casey Bergh, Oregon State University-Cascades (OSU Cascades)

Non-Voting Members

1. Angie Brewer, Department of Land Conservation & Development (DLCD)
2. Tyler Deke, BMPO Manager

BMPO Staff and Other Attendees

1. Andrea Napoli, BMPO Senior Planner
2. Kelli Kennedy, BMPO Program Coordinator
3. David Green, Deschutes County BPAC
4. David Abbas, City of Bend
5. Eva Richardson, Commute Options

Notes

1. Call to Order and Introductions

Manager Deke called the regular meeting to order at 10:05 a.m., with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

3. Public Comment

Manager Deke called for public comment. There was none.

4. Meeting Summary

Materials referenced: January 7, 2025, TAC draft meeting summary (Attachment A in the agenda packet)

Motion 1: Brian Potwin moved approval of the January 7, 2025, TAC draft meeting summary as presented. Eric Lint seconded the motion which passed 10 to 0. (Ayes: Dean, Keever, Lint, Dorofi, Julber, Potwin, Rawlings, Baunsgard, Shonkwiler, Bergh. Nays: None.)

5. State Highway Fund (SHF) Program: FY28-FY30 Funding Distribution

Materials referenced: Distribution of BMPO's FY28 – FY30 State Highway Funds Memo (Attachment B in the agenda packet)

Senior Planner Napoli stated she was seeking feedback on priorities for funding distribution of SHF Program dollars to inform the Policy Board's decision later this month. She noted the change from Surface Transportation Block Grant (STBG) funds to SHFs, shared a table showing the approved funding distribution for Fiscal Years 2025 – 2027, and detailed current SHF recipients.

Questions and comments from the Committee were addressed regarding the new BMPO Reserve Fund; the funding distribution toward street preservation versus the Reserve Fund; the undetermined process to approve future Reserve Fund spending; City of Bend's reliance on MPO funds for street preservation or other projects; the \$80,000 Reserve Fund balance; the transition to SHF dollars; the previous Board's decision to use STBG Funds for street preservation in Bend; and projecting a future funding distribution scenario.

Committee members provided feedback on the funding distribution, including significantly reducing City of Bend's street preservation funding and allocating more to grant-based project applications; City of Bend not relying on potentially diminishing MPO funding for basic operations like street preservation; keeping the \$80,000 in the Reserve Fund given the current funding climate; reducing street preservation funding as the Transportation Utility Fee (TUF) builds; and increasing the MPO's capacity to plan and complete mandatory projects. Support was expressed for reducing the street preservation allocation proportionally with other allocations as shown in the "Scenario Based on Projecting Current FY27 Distribution" table. (Slide 13)

Manager Deke noted funds had been utilized in the past to help partners such as ODOT, CET, and City of Bend with large planning projects, which may continue to be a consideration in the future.

David Abbas described potential impacts of reducing street preservation dollars, and noted previously, the TAC and Policy Board wanted to continue funding street preservation with the condition that it go toward neighborhood greenways, low-stress networks, and key routes. He

described the 2028 funding needs of the Street Preservation Program after the first two TUF phases, as well as the potential impacts if the City Council did not move forward with Phase 3 of the TUF, including possibly implementing a food or fuel tax, or facing program reductions and delayed street maintenance or equipment replacement. The State fuel tax currently provided 40 percent of the street preservation budget, and in the case of a major funding cut, the City would need to regroup and reprioritize what levels of service would be impacted.

The Committee discussed the City potentially using funding to experiment with low-cost methods to improve city streets; the uncertainty of continuing to receive gas taxes in the future; moving toward grant-based rather than operations-based projects; urging politicians to reevaluate how roads are funded; and possibly shifting to earmarking funds for greenways and key routes to ensure funding priority.

Manager Deke noted MPO funds could now be used for local streets, and the Board could decide to push the street preservation dollars toward those projects. ODOT could try to pull back the SHF funding, but the League of Oregon Cities (LOC) and Association of Oregon Counties (AOC) would likely fight to maintain current levels of funding. ODOT was in a dire financial situation, and the next biennial funding cycle for ODOT would be very tight. A big transportation funding bill could still happen this legislative session, but it seemed less likely now due to the \$1 billion discrepancy scandal in the State Budget.

Senior Planner Napoli reviewed the Committee's feedback, next steps, and the SHF 2025 program schedule. She confirmed the grant funding awarded in the fall would be for projects occurring in 2028 – 2030.

6. Federal Update

Manager Deke described the current dynamic federal situation and recent Executive Orders resulting in frequent changes in guidance, departmental directives, and other impacts including freezes on certain funding sources. He noted the removal of climate and equity related content from the Federal Highway Administration and Federal Transit Administration websites and acknowledged there would be challenges completing the related goals without the guidance documents. Potential future impacts would include upcoming regulatory changes and a new multi-year transportation bill after the Infrastructure Investment and Jobs Act (IIJA) expired in September 2026.

Eric Lint commented on the requirement to meet regulatory obligations such as climate goals, provide Americans with Disabilities Act (ADA) infrastructure to serve disabled customers, and carry liability for lawsuits without federal funding for support.

Tarik Rawlings left the meeting at this time.

Senior Planner Napoli stated the draft Work Program would be sent to TAC members, noting language regarding climate and equity had been removed since the draft that had been presented previously to the TAC.

7. Member & Guest Roundtable

Commute Options: Brian Potwin introduced new Transportation Options Coordinator, Eva Richardson.

CET: Eric Lint encouraged tuning in to the Central Oregon Intergovernmental Council (COIC) Board meeting at 5:30 pm Thursday to hear the discussion on increasing recreation fares for summer services and bringing back fares system-wide in October. CET was considering expansion routes for Bend or possibly addressing route frequency or prioritizing other factors. CET was also developing a new logo and had several other big projects in the works.

BPAC: Neil Baunsgard reported on the Tri-County Bicycle Pedestrian Summit being held April 10th at the Bend Parks and Recreation office. David Green thanked the MPO for funding the event location and Commute Options for funding the audio/visual partner.

8. Public Comment

There were no public comments.

9. Next TAC Meeting

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

10. Adjourn

Manager Deke adjourned the meeting at 11:03 a.m.



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