

US 97 Bend North Corridor Project – Citizen Advisory Committee (CAC)
Meeting Minutes
7/14/10

CAC Members in attendance:

Michel Bayard	Wayne Schnur	Doug Koellermeier
Neil Bryant	Mike Lovely	Stew Bennett

ODOT & COIC Staff in attendance:

Rex Holloway, ODOT	Amy Pfeiffer, ODOT	Andrew Spreadborough, COIC
Jon Heacock, ODOT		

Others in Attendance: Tyler Deke, Bend MPO

Welcome, Meeting Overview and Introductions

Michel Bayard opened the meeting and introductions were made. He introduced Tyler Deke, who will be providing an overview of the Bend MPO, summary of the MPO role on this project, and a discussion of MPO funding. Rex Holloway introduced Doug Koellermeier, who is a new CAC member representing emergency service providers.

Rex said that Andrew Spreadborough's role on this project will be expanding; he will be taking on more CAC coordination and meeting logistics. His role on this project will be similar to his role as staff to COACT, and will be the primary contact for meeting information.

Project Update

Amy Pfeiffer said that the project team is still working on technical reports and traffic modeling. She said that they are not yet finished modifying the project Purpose and Need, as discussed at the last meeting. She said that the project web site has been updated, and she encouraged CAC members to visit the site.

Jon Heacock said that there will be an ODOT traffic meeting in Salem on July 22 from 9:00 to 11:00 AM. He said that if anyone is interested in attending let him know.

Rex Holloway said that there will be a focus group meeting on July 20 for the three mobile home parks, which will be held at the Juniper Mobile Home Park. He noted that their primary issue of concern is access to Highway 97, and how their access will be accommodated. He said that he has discussed with Wayne Schnur convening the Nels Anderson, Empire, and Clausen area businesses in mid-September.

Amy said that ODOT is also working on creating photo renderings of several locations within the project area to provide a better idea of what the options would look like once constructed. She said that three of the technical reports are in draft form (geology, hazardous materials, water resources). The rest remain under development. She said she would share the draft findings with the CAC later in the meeting.

Overview of Bend Metropolitan Planning Organization

Tyler Deke presented a powerpoint overview of the Bend Metropolitan Planning Organization. He said that "MPO" is a federal designation for urban areas with populations over 50,000 and a population density that exceeds 1,000 per square mile. Bend hit that threshold in 2000, and the Governor designated the Bend MPO in December, 2002. MPO funding is provided by the Federal Highway Administration and Federal Transit Administration. The MPO is a planning organization, and the establishment of the MPO

provides additional federal funding for planning purposes. The MPO is governed by a policy board composed of three Bend councilors, one county commissioner, and the ODOT Region Manager.

The primary purpose of the MPO is to coordinate transportation planning efforts among local jurisdictions. The MPO is required to develop a transportation plan that includes provisions to meet transportation demand over a 20-year period.

Tyler reviewed the MPO boundaries, noting that they align closely with the city's urban growth boundary along with some additional land to the east, southeast and the Deschutes River Woods neighborhood. Tyler said that the Bend MPO is one of only 4 MPOs nationally that cover a single city; most MPOs incorporate multiple cities. There are six MPOs in Oregon: Bend, Corvallis Area, Medford-Ashland, Eugene-Springfield, Salem-Keizer and Portland region.

He summarized the Metropolitan Transportation Plan (MTP) produced by the MPO. The MTP is a 20-25 year long-range transportation plan that addresses all modes of transportation, establishes transportation policy and project priorities, and includes 'financially constrained' project lists. Part of the long range planning process is development of a long-range revenue forecast. Only projects that fit within/can be funded with forecasted revenues are included in the MTP. He discussed the minor plan update scheduled for 2010-2011, and efforts to coordinate with the transportation components of the city urban growth boundary expansion work.

Tyler summarized the Metropolitan Transportation Improvement Program (MTIP). The MTIP is a program of funded federal, state and local transportation projects for the next 3-5 years. This plan is comparable to a city or county capital improvement program, and is primarily focused on federal and state funding. Neil Bryant asked if the MTIP is similar to the STIP. Tyler said the MTIP is adopted into the STIP (Statewide Transportation Improvement Program). Neil asked if ODOT can reject the MTIP. Tyler replied that they can either accept or reject the MTIP.

Tyler discussed the role of the Bend MPO within the US 97 Bend North Corridor project. He said that MPO staff serves on the Agency Coordinating Committee, and that two Policy Board members serve on the Steering Team. He said that the preferred alternative will need to be added to or adopted into the 2030 MTP, and that short-term phases will need to be added into the MTIP. He reviewed the contents of the February letter that outlined the BMPO comments related to the US 97 North Corridor project:

- Forecast funding is minimal – approximately \$40 million for ODOT projects within the study area over the next 20 years.
- A phase(s) will need to be identified that fits within the financial forecast. Project elements or phases that exceed \$40 million will need to be listed within the 'unfunded' project list.
- ODOT is currently updating revenue forecasts, which may result in changes to the local forecast.

Neil Bryant asked if the forecasted revenue amount will increase. Tyler said it likely would. He said the \$40 million forecast is artificially low because there have not been any big projects in the area for a while. The forecast is based on federal funds spent in the project area over the past several years. Jon Heacock noted that Redmond has had larger projects recently (\$40-\$80 M) – the bypass project and the couplet project. However, these improvements were made outside the MPO area and therefore are not reflected

the MPO area revenue forecast, but indicate how/why the forecast for the Bend MPO is considered artificially low

- The purpose and need criteria should be weighted in any future decision-making process.

Neil Bryant asked for an example of weighted criteria. Tyler suggested that preserving access to low-volume roads may not be equal in importance compared to the overall operation of the system.

- Empire Avenue – need to maximize operations and safety.
- US 97 and US 20 connectivity – do not preclude this connectivity in the future.
- Assess the impacts of Transportation Demand Management in the project area. Tyler said that they would like to see more work to determine the impacts of TDM measures, such as ‘trip caps’ at Juniper Ridge.
- Assess the impacts of bicycle and pedestrian facilities
- Funding and phasing – will need detailed information for inclusion in the MTP. Tyler discussed how the entire project would be listed in the MTP, and that phases would be shown in the MTIP.
- Develop a strategy to implement alternative mobility standards.

Neil asked if the BMPO will be making comments on what they think the mobility standards should be. Tyler said that they are not planning to comment on that. Michel Bayard noted that the Oregon Transportation Commission has had statewide meetings on the mobility standard issue. He asked if it looks like those standards will be relaxed. Tyler said that relaxing the standards appears to be the trend. He said that ODOT will be looking at other ways to evaluate mobility, such as reviewing travel time through an entire corridor as opposed to monitoring each intersection.

Michel Bayard said that the Bend MPO encompasses one city, and asked how the MPO boundaries are developed. Tyler replied that MPOs are composed of urban areas that meet census criteria based on density. Locally, the jurisdictions sit down and determine the actual boundary. Michel asked if UGB expands, would that lead to a modification of the MPO boundary. Tyler said that the boundaries will be modified.

- Include US 97 Corridor Strategy (1995) as a supporting or guiding document.

Neil Bryant asked what impact this corridor study has on EIS process. Tyler said that he is unsure, in part because he didn’t know if the corridor strategy was acknowledged by the OTC. If it wasn’t, then it would not have bearing on this project. Michel asked if the corridor strategy has been updated or replaced since 1995. Jon Heacock said that it has not been updated and recommended that anyone interested in additional information can contact Mark Devoney, Region 4 planning manager. Michel said that it is puzzling that we are going from corridor planning to now focusing on through traffic, and that this is a big change in focus. Jon noted that the plan was in effect when Bend Parkway planned.

- Federal transportation legislation planning factors should be considered, including supporting economic vitality of the metropolitan area, increase accessibility and mobility options for people and freight, promote consistency between improvements and state/local planned growth and economic development patterns, and enhance integration and connectivity of the transportation system across modes. He said that the criteria used to select the final alternative should include these considerations.

Neil asked Tyler to explain the process to identify federal funding sources and amounts available. Tyler replied that this information is developed through the long range forecasting process, and directly from funders. Neil asked if the MPO has a role in the population growth projections, which impacts funding available. Tyler said yes, and that the City and County comprehensive plans and population forecasts are used as a basis for long range plan.

Focus Group and Sub Group Update

Amy Pfeiffer said that she has met with the Bend Bicycle and Pedestrian Advisory Committee, and that she is working with them on bike and pedestrian issues in the project area.

Rex Holloway said that the landscape sub group has not moved forward yet, though he is working on forming the group. He said that county and city participants have been identified. Pat Creedican, ODOT district manager, is also interested. As a first step, the landscape group members will drive the Parkway to see what is working and what is not working. He discussed median strip management concerns, maintenance, and weed control concerns.

Rex said that Rick Williams is talking to emergency service providers regarding access in the project area. Doug Kollermeier said that the emergency providers have been discussing the alternatives, though we have not come to solutions yet.

Amy said that she is working to identify members for the aesthetics committee, and asked for suggestions. She said that the committee will look first at what exists currently, and then determine where to go from there. This committee will focus primarily on architectural treatments and colors, and will be coordinating with landscape group. Rex noted Linda Perelli Wright's interest in participating on the aesthetics committee. Rex said these sub groups are envisioned as long term efforts which will go beyond this EIS process.

Other Business

Neil Bryant moved approval of the May 19 meeting minutes. Stew Bennett seconded the motion. The minutes were approved by consensus. Rex Holloway reconfirmed the minutes approval process: Andrew will send the draft minutes to the CAC once they are prepared, incorporate changes suggested by the CAC members, post the minutes to the project site, and then approve at the next CAC meeting.

Amy Pfeiffer distributed excerpts from the draft technical reports and reviewed the key findings. She reviewed draft tables comparing impacts to water resources, comparisons of impacts to geologic resources, and impacts of hazardous materials between the no-build alternative, East DS-1 alternative, and East DS-2 alternative. Mike Lovely asked if hazardous areas have been mapped. Amy replied that they have been, and the maps will be included in the final report.

Critique and adjourn

Next meeting date –September 8. Meeting adjourned at 6:55.

Bend Metropolitan Planning Organization

Presentation Outline

- MPO Background/Overview
- MPO Planning & Programming
- MPO Role in US 97 EIS & Review of February BMPO Staff Comment Letter

Bend MPO

- Background/Overview
 - MPO is a federal designation
 - All urban areas with a population > 50,000 and a population density >1,000 per mile are designated MPOs
 - Governor designated Bend MPO in Dec. 2002
 - Funding provided by Federal Highway Administration and Federal Transit Administration
 - Governed by Policy Board (3 Bend City Councilors, 1 Deschutes County Commissioner, and ODOT Region Manager)

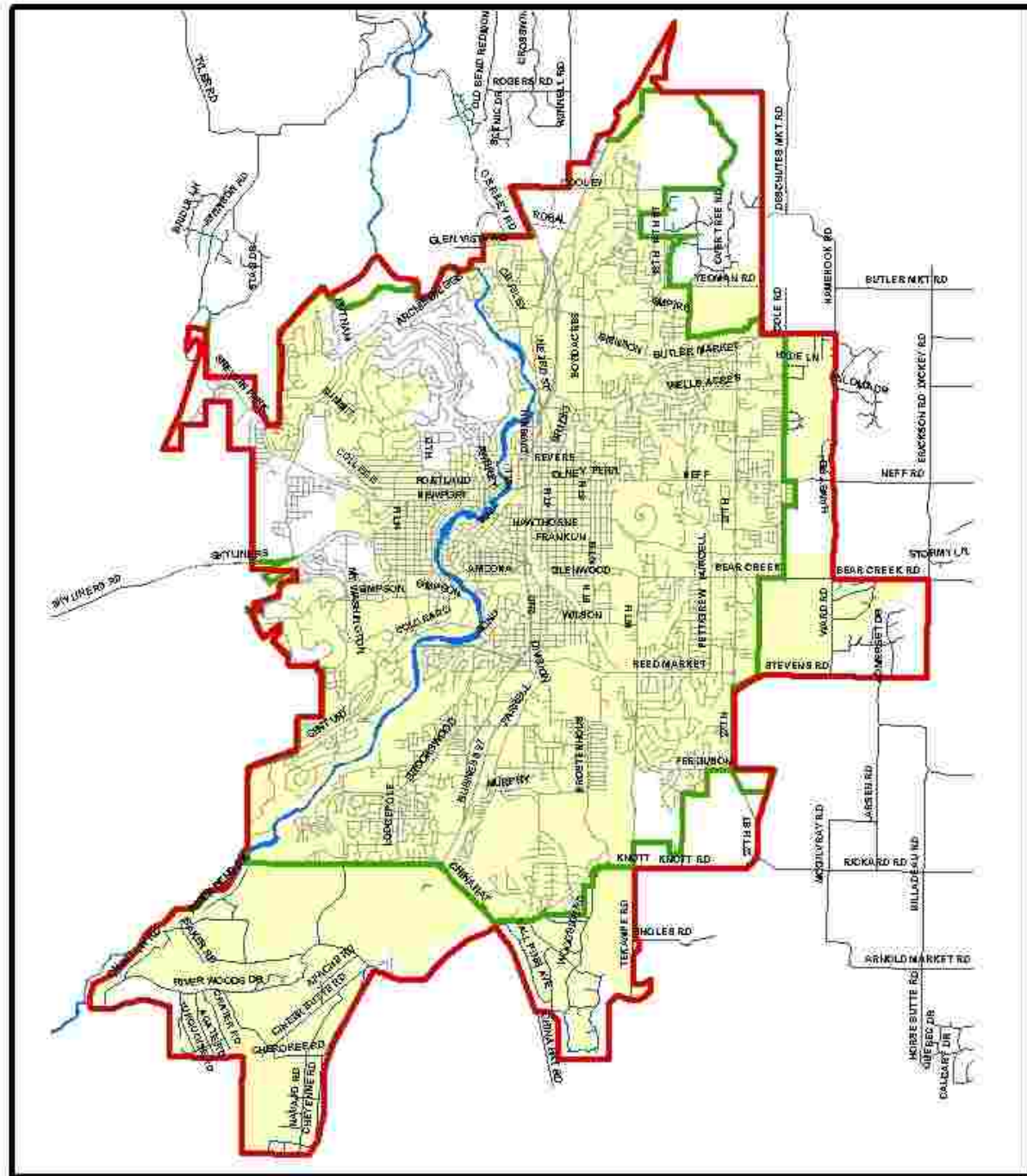
Bend MPO

■ Role & Purpose

- The primary purpose of the MPO is to coordinate transportation planning efforts among local jurisdictions
- Develop transportation plan that includes provisions to meet transportation demand over a 20-year period
- Additional *planning* funding is available for these purposes

Bend MPO boundaries

- * Approximately 385 MPOs in U.S.
- * Bend MPO one of only 4 MPOs covering a single city



Oregon MPOs

There are six MPOs in Oregon

- Newest MPOs

- Bend MPO
- Corvallis Area MPO

- Established MPOs

- Medford-Ashland (Rogue Valley MPO)
- Eugene-Springfield (Central Lane MPO)
- Salem-Keizer (SKATS)
- Portland region (Metro)

Planning and Programming

- Metropolitan Transportation Plan (MTP)
 - 20-25 year long-range transportation plan (must be updated every 5 years)
 - Addresses all modes of transportation (bicycles, pedestrians, autos, freight, transit)
 - Establishes transportation policy and project priorities
 - Project lists must be financially constrained

Planning and Programming

- Metropolitan Transportation Plan (cont)
 - Minor plan update scheduled for 2010-11 fiscal year
 - Focus: address sections of Oregon Transportation Planning Rule
 - May receive grant funding to develop long range transit plan and assess land use changes along transit routes
 - Trying to coordinate with transportation components of City urban growth boundary work

Planning and Programming

- Metropolitan Transportation Improvement Program (MTIP)
 - Program of funded federal, state, and some local transportation projects and programs for the next 3-5 years
 - Comparable to the city or county capital improvement programs

US 97 North Corridor EIS

■ Role of Bend MPO

- MPO staff serving on Agency Coordination Committee
- Two Policy Board members serving on Steering Team
- Preferred Alternative will need to be added to the 2030 Metropolitan Transportation Plan
- Short-term phases will need to be added to the Metropolitan Transportation Improvement Program

US 97 North Corridor EIS

- February Staff Comment Letter

- Draft Report Comments

- Forecast funding is minimal
 - Approximately \$40 million for ODOT projects over the 20 year horizon
 - A phase(s) will need to be identified that fits within financial forecast
 - ODOT currently updating revenue forecasts – may change (+/-) local forecast

US 97 North Corridor EIS

■ February Staff Comment Letter

■ Draft EIS Development Comments

- Criteria – support using weighted criteria for any future decision making processes
- Empire Avenue – need to maximize operations & safety
- US 97 & US 20 connectivity – don't preclude future connectivity
- Transportation Demand Management – assess impacts
- Transportation System Management – assess impacts
- Bicycle and pedestrian facilities – assess impacts
- Funding and phasing – will need detailed information for inclusion in MPO plan

US 97 North Corridor EIS

- February Staff Comment Letter
 - Draft EIS Development Comments (cont)
 - Alternate mobility standards – develop strategy to implement alternate mobility standards
 - US 97 Corridor Strategy (1995)
 - Defined interests of cities & stakeholders along corridor
 - Include Strategy as supporting or guiding document

US 97 North Corridor EIS

■ February Staff Comment Letter

■ Draft EIS Development Comments (cont)

- Federal transportation legislation – planning factors
 - Support the economic vitality of the metropolitan area
 - Increase accessibility and mobility options available to people and for freight
 - Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
 - Enhance the integration and connectivity of the transportation system, across and between modes for people and freight
- These factors should receive explicit consideration as the project progresses

Questions?

- www.bendmpo.org
- Policy Board meets on the 3rd Thursday of the month from 4:00-5:30 pm at the Deschutes Services Center (1300 NW Wall)
- Technical Advisory Committee typically meets on the 1st Wednesday of the month at 10:00 am at the Deschutes Services Center
- Citizens Advisory Committee typically meets on the 2nd Tuesday of the month at 5:30 pm at Bend City Hall