



MEETING MINUTES

BMPO Policy Board

Location: Baney Conference Room (Oregon Department of Transportation [ODOT] Region 4 Headquarters, Building M), 63055 N. Highway 97, Bend, Oregon

Date: April 17, 2026

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC

In Attendance

- Voting Members
 - Chair Ariel "Ari" Méndez, City of Bend Councilor
 - Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager
 - Mike Riley, City of Bend Councilor
- Non-voting Member
 - Bob Townsend, Cascades East Transit (CET) – left at 12:31 p.m.
- Voting Member Alternates (acting)
 - Chris Doty, Deschutes County – joined at 12:21 p.m.
- Staff and Other Attendees
 - Tyler Deke, BMPO Manager
 - Andrea Napoli, BMPO Senior Planner
 - Kelli Kennedy, BMPO Program Coordinator
 - Matt Kittelson, Kittelson and Associates
 - Miranda Barrus, Kittelson and Associates
 - Tory Carr, City of Bend – left at 12:13 p.m.
 - David Abbas, City of Bend – joined at 12:06 p.m.
 - Susanna Julber, City of Bend
 - Nick Fortey, Federal Highway Administration (FHWA) – joined at 12:28
 - Greg Bryant, member of the public
 - Cheri Costello, member of the public
 - Haven Costello, member of the public
 - Stacie Fritz, member of the public

Agenda Items



1. Call to Order & Introductions
2. Hybrid Meeting Guidelines
3. Public Comment
4. Meeting Minutes
5. Fiscal Year 2027 (FY27) Budget – Public Hearing & Adoption
6. Fiscal Years 2026 and 2027 (FY26-FY27) Unified Planning Work Program (UPWP) Midcycle Amendment – Adoption
7. 2027-2030 Metropolitan Transportation Improvement Program (MTIP) – Adoption
8. Bend Transportation Safety Action Plan (TSAP) – Project Review #2
9. Other Business
10. Public Comment
11. Next Meeting & Adjournment

Notes

1. Call to Order & Introductions

Chair Méndez called the meeting to order at 12:04 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Tyler Deke reviewed the hybrid meeting guidelines.

3. Public Comment

Greg Bryant, Deschutes River Woods (DRW) resident, had spoken with Chris Doty about possibly using \$30,000 to \$35,000 in BMPO funding to set up a special road district in DRW. He intended to consult a lawyer regarding mapping and legal considerations.

4. Meeting Minutes

Materials referenced: February 20, 2026, BMPO Policy Board draft meeting minutes (Attachment A in agenda packet)

Motion 1: Mike Riley moved approval of the February 20, 2026, BMPO Policy Board draft meeting minutes, as presented. Emerald Shirley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None.)

5. Fiscal Year 2027 (FY27) Budget – Public Hearing & Adoption

Materials referenced: Resolution 2026-01 to adopt the FY27 Budget (Attachment B in agenda packet)

A link was provided to the [BMPO Work Plan & Budget webpage](#).



Tyler Deke reviewed the proposed FY27 Budget summary, noting the June 16, 2026 Policy Board meeting would include a discussion about possibly reallocating some State Highway Funds (SHFs) from Bend's Street Preservation program to other projects.

Questions were addressed about the pre-existing agreement with the Streets Department regarding SHF allocations for the FY27 Budget cycle, and the discussion at the June meeting applying to SHF allocations for FY28-FY30.

Chair Méndez opened the public hearing and called for public comment.

Greg Bryant requested that the Board allocate \$30,000 to \$35,000 to set up a special road district in DRW.

Chair Méndez closed the public hearing.

Motion 2: Mike Riley moved to approve the BMPO FY27 Budget, as proposed, and by way of Resolution 2026-01, with an amendment increasing Resources in Intergovernmental Revenue by \$2,300 and increasing BMPO program appropriations by \$2,300. Emerald Shirley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None.)

6. Fiscal Years 2026 and 2027 (FY26-FY27) Unified Planning Work Program (UPWP) Midcycle Amendment – Adoption

Materials referenced: Resolution 2026-02 to adopt the FY26-FY27 UPWP Midcycle Amendment (Attachment C in agenda packet)

A link was provided to the [BMPO Work Plan & Budget webpage](#).

Tyler Deke presented the FY26-FY27 UPWP midcycle amendment and reviewed FY27 priorities and major work activities.

Questions were addressed about the BMPO working with the City to implement Climate Friendly and Equitable Community requirements and preparing for the upcoming Transportation System Plan (TSP) update, with adoption anticipated in 2029.

Motion 3: Emerald Shirley moved to adopt the amended FY26-FY27 UPWP as proposed and by way of Resolution 2026-02, with the following amendment: Revise FY27 Budget information to match the FY27 Budget, as adopted. Mike Riley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None.)



7. 2027-2030 Metropolitan Transportation Improvement Program (MTIP) – Adoption

Materials referenced: Resolution 2026-03 to adopt the 2027-2030 MTIP (Attachment D in agenda packet)

A link was provided to the [BMPO MTIP webpage](#).

Tyler Deke presented the 2027-2030 MTIP and reviewed the funding summary and development schedule, and minor agency comments received regarding wording or clarification. No public comments were received.

Questions were addressed about the process to include projects that were not identified yet in the MTIP document after the projects receive funding; ODOT's smaller project portfolio due to state funding issues, conservative federal funding forecasting, and not currently having any major grant-funded projects; ODOT only adopting 2027 projects and planning to continue adopting projects one year at a time; many "big-ticket" projects having been completed in the BMPO area in the last five to seven years; and improvements to the connection between Hwy 20 and Hwy 97 at the north end of Bend not receiving funding during the North Corridor project and remaining unfinished.

Motion 4: Mike Riley moved to adopt the 2027-2030 MTIP, as presented, by way of Resolution 2026-03. Emerald Shirley seconded the motion which passed 4 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend), Doty (Deschutes County). Nays: None.)

8. Bend Transportation Safety Action Plan (TSAP) – Project Review #2

Materials referenced: Tech Memo #3 – Existing Conditions (Attachment E in agenda packet)

Links were provided to the [Bend TSAP webpage](#) and the [Bend TSAP Update Online Open House](#).

Matt Kittelson shared a TSAP update timeline, outlined the FHWA's Safe System Approach framework, presented Tech Memo #3 regarding existing conditions in Bend, and described the Crash Pattern Assessment which identified common crash patterns and system-wide trends. He reviewed crash data by year, crash type, lighting conditions, driver age, and involvement of pedestrians, bicyclists, motorcyclists, impaired driving, or speeding. Young drivers, alcohol impairment, aging drivers, and nighttime conditions were identified as potential Emphasis Areas that met all three of the flagged criteria in Bend. He described systemic treatments and programs that could be implemented to target Emphasis Areas.

Questions were addressed about getting fatal crash data sooner than general crash data; preliminary information on fatal crashes from 2024 and 2025 on pages 38 and 39 of Tech Memo #3; potentially including yearly data relating to vehicle miles traveled



(VMTs); comparing intersections and road segments in terms of risk for pedestrian crossings and influence on crashes; possibly considering crash trend data per capita; and serious outcomes for crashes involving, but not necessarily caused by, bicyclists and pedestrians.

Consultants and Staff answered further questions about comparing fatal crash percentages for driver age groups relative to the proportion of the population represented; excluding the population below driving age from the data; potentially clarifying whether the drivers in age group categories had been at fault for crashes; the relationship between impaired drivers and serious injuries; considering and possibly purchasing more data regarding posted speeds versus prevailing speeds near high-crash locations; the impacts of speeding on perceived bicyclist and pedestrian safety; relying on engineering design, behavioral interventions, and enforcement to improve safety; and having data for e-bikes starting in 2022, but no data yet regarding electric motorcycles or scooters.

Miranda Barrus outlined the Network Screening Evaluation and described how crashes were weighted to identify locations with more serious or high concentrations of crashes. She reviewed crash data maps and scored lists ranking the top one percent high-crash intersections and street segments, highlighting those with safety improvement projects planned, programmed, or recently constructed. Ten priority locations would be identified during the TSAP update to receive capital-intensive safety improvement treatments.

Questions and comments were addressed about choosing not to exclude the State highway system data after finding it functioned similarly to the City's road system; "programmed" projects having funding designated in the City's Capital Plan, while "planned" projects were documented but did not have funding; the intersection at Revere Ave and 8th St being a top five percent high-crash intersection; comparing the priority of half-mile road segments versus intersections; Zan Associates doing equity mapping work and public engagement for the TSAP update; and the Safe Streets and Roads for All (SS4A) grant requirement to consider population demographics.

Andrea Napoli described Community Engagement Round 1 for the TSAP update including an online open house and survey from April 7, 2026 to May 15, 2026, and a "paper open house" available through community organizations. Notification was sent to neighborhood district leaders and contacts in Tumalo and DRW. In-person events will include the Earth Day event on April 28, 2026, and CityFest on May 1, 2026. The online open house had already received many responses including over 800 surveys completed and more than 300 mapping points identified, and speeding was the top concern in public comments received.



Questions were addressed about working with the Latino Community Association to make open house and mapping materials available to the Spanish speaking community and comparing statistics with other MPOs for benchmarking purposes not being part of the TSAP process.

The project team's steps would include reviewing TSAP Project Advisory Committee (PAC) member comments on Tech Memo #3, finalizing Tech Memo #3 and developing draft strategies, and discussing further at the third PAC meeting in October following Community Engagement Round 2.

9. Other Business

Emerald Shirley stated ODOT Staff had offered to provide a presentation to the BMPO about the ODOT TSAP update which could be scheduled in the next few months.

SS4A Grant Agreement amendment: Tyler Deke stated the SS4A Grant Agreement for the TSAP update would require an amendment to extend the deadline due to the anticipated completion timeline.

2026 Meeting Schedule: Tyler Deke stated the June Policy Board meeting had originally been scheduled for June 19, 2026 and was tentatively rescheduled for June 26, 2026. Policy Board members briefly discussed potential schedule conflicts with meeting dates in June and August.

10. Public Comment

There were no public comments.

11. Next Meeting & Adjournment

The next meeting of the BMPO Policy Board is scheduled for May 15, 2026 at 12:00 p.m.

Chair Méndez adjourned the meeting at 1:55 p.m.



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