November 20, 2026

Policy Board

Bend Metropolitan Planning Organization (BMPO)

Call to Order & Introductions

Establish Quorum

Presenter: Chair Méndez

Call to Order & Introductions

- Policy Board Members
  - Ariel Méndez, Bend City Councilor – Chair
  - Mike Riley, Bend City Councilor – Vice Chair
  - Phil Chang, Deschutes County Commissioner
  - Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager
  - Vacant, Cascades East Transit (CET) Director*
- Alternates
  - David Abbas, City of Bend
  - Chris Doty, Deschutes County
  - Tarik Rawlings, Deschutes County
- BMPO Staff
  - Tyler Deke, Manager
  - Andrea Napoli, Senior Planner
  - Kelli Kennedy, Program Coordinator
- Guest Presenters
  - Matt Kittelson, Kittelson & Associates (KAI)
  - Miranda Barrus, KAI
  - Joel McCarroll, DKS
- *Non-voting member

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Hybrid Meeting Guidelines

Presenter: Tyler Deke (BMPO)

Hybrid Meeting Guidelines

- This meeting will be recorded
  - To access the recording, visit the BMPO YouTube channel
- Remote participation: join Zoom webinar or watch YouTube livestream
  - If joining via Zoom
    - Upon joining, participants will be muted with camera off
    - BMPO committee members and partners will be added as Panelists
      - Panelists may mute/unmute and turn camera on/off
    - Members of the public will remain Attendees
      - Attendees are muted with camera off, but may raise their hand to request to be unmuted to provide public comment
    - To speak next:
      - Click the raise hand button (if on a computer)
      - Dial *9 (if on a phone)

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Public Comment (Non-Agenda)

Presenter: Chair Méndez

Public Comment (Non-Agenda Items)

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

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Meeting Minutes

Approval

Presenter: Chair Méndez

Meeting Minutes – August

- **Action requested:** review and approve the draft Policy Board meeting minutes from August 11th.
  - Recommended language for motion: *I move approval of the draft meeting minutes for the August 11, 2026, Policy Board meeting, as presented.*

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Metropolitan Transportation Improvement Program (MTIP) Amendment

Approval

Presenter: Kelli Kennedy (BMPO)

2024-2027 MTIP – Overview

- Short-term (4-year) listing
  - Federal fiscal years 2024 through 2027
  - Transportation projects, programs, expenditures
  - Historical document effective October 14, 2026
- Documents available on BMPO MTIP webpage:
  - Adopted MTIP
  - Amended project list
  - Amendment log

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2024-2027 MTIP – Proposed Amendment

- One proposed amendment
  - Project Number: 23607
  - Project Name: Low or No Emissions Vehicle Purchases COIC FFY23
  - Project Description: Purchase vehicles and related equipment, including technological changes or innovations to modify low or no-emissions vehicles or facilities.
  - Administrator (delivery): Transit
  - Applicant: ODOT Transit Section
  - Regulatory Agency: Federal Transit Administration (FTA)
  - Total current estimate: $226,100
  - Total new estimate: $0

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2024-2027 MTIP – Action Requested

- Summary of changes: Cancel project. Central Oregon Intergovernmental Council (COIC) is not pursuing this project.
- Additional information:
  - Project is listed in third year of 2024-2027 MTIP
  - Project is not listed in 2027-2030 MTIP
  - Amendment serves as a historical correction to 2024-2027 MTIP
- Public comment period (21-days) opened October 29
  - No comments received
- **Action requested:** review and consider approval of the proposed amendment.
  - Recommended language for motion: *I move approval of the proposed amendment to the 2024-2027 Metropolitan Transportation Improvement program, as presented.*

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Bend TSAP Update – Project Review #3

Bend Transportation Safety Action Plan (TSAP) Update

Presenters: Matt Kittelson (KAI), Miranda Barrus (KAI), Joel McCarroll (DKS), Andrea Napoli (BMPO), and Tyler Deke

AGENDA

1. Project Update
2. Community Engagement Phase 1 Update
3. Strategies (Tech Memo #4)
4. Community Engagement Round 2
5. Performance Measures Discussion
6. Next Steps

PROJECT UPDATE

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PROJECT UPDATE

Winter-Spring 2026

- ~~PAC Meeting #1~~
- ~~Crash Data Analysis~~
- ~~PAC Meeting #2 / Community Engagement Round #1~~

Summer-Fall 2026

- **Strategy Development**
- **PAC Meeting #3/ Community Engagement Round #2**
- **Performance Measure Creation**

Winter 2027

- Draft TSAP Update
- Final TSAP Update
- Adoption

PUBLIC ENGAGEMENT
PHASE 1
UPDATE

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PHASE 1 PUBLIC ENGAGEMENT: CORRECTIONS

- Listed high to low by number of comments; highlight indicates new order
- **Main take-away**: Same top themes and locations; Franklin drops, Revere added

Key Themes (Previous)	**Key Themes** (Corrected)
Traffic	Traffic
Speeds	Speeds
Design	Turning
Turning	Crossing
Crossing	Design
Visibility	Visibility

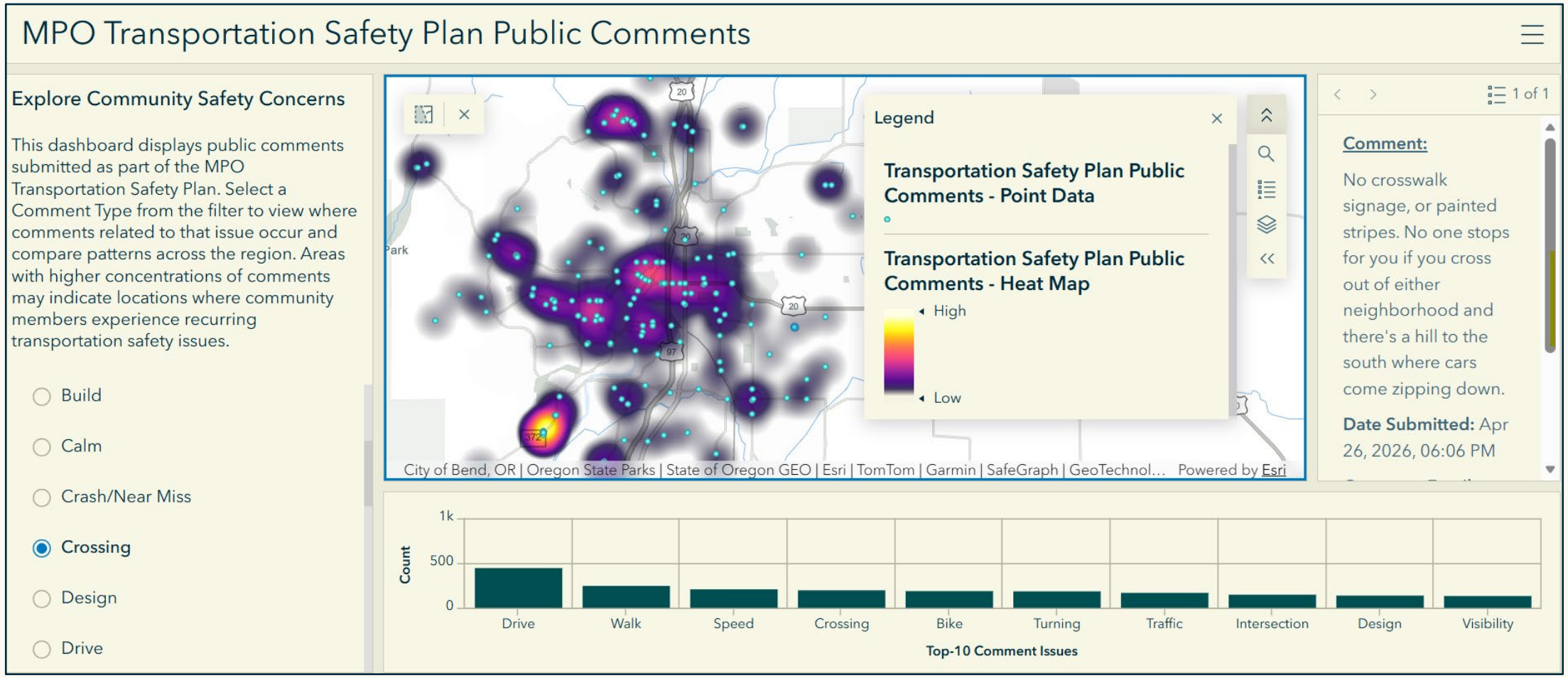
Key Intersections (Previous)	**Key Intersections** (Corrected)
US 97 / Empire	US 97 / Empire
US 97/Reed Market	US 97/Reed Market
Greenwood / 3rd	Greenwood / 3rd
Wall / Olney	Wall / Olney
Greenwood / Wall	Century / Campbell
Century / Campbell	Greenwood / Wall

Key Roadways (Previous)	**Key Roadways** (Corrected)
Greenwood	Empire
Empire	3rd St.
3rd St.	Greenwood
US 97 / Parkway	Reed Market
Reed Market	US 97 / Parkway
Franklin	Revere

PHASE 1 PUBLIC ENGAGEMENT: HEATMAP

- Per Policy Board, online heatmap of the Ph 1 mapped comments (~700) created

Screenshot of dashboard



STRATEGIES
(Tech Memo #4)

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STRATEGIES (Tech Memo #4)

1. Systemic Treatments
2. Priority Location Improvements
3. Multidisciplinary Actions

Systemic Treatments

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STRATEGIES (Tech Memo #4)

Systemic Treatments

- Lower-cost countermeasures that address underlying crash risk at multiple locations.
- Emphasis Areas assessed for systemic treatments:
  - **Intersection** crashes
  - **Speed**-involved crashes
  - **Pedestrian**-involved crashes
  - **Bicyclist**-involved crashes
  - Crashes involving **aging (65+) drivers**
- Identified initial locations where recommended treatments could be applied based on crash history
- Many systemic countermeasures address more than one emphasis area (e.g., intersection lighting reduces intersection crashes + ped/bike crashes).

STRATEGIES: Systemic Intersection Treatments

Intersection Crash Data Highlights

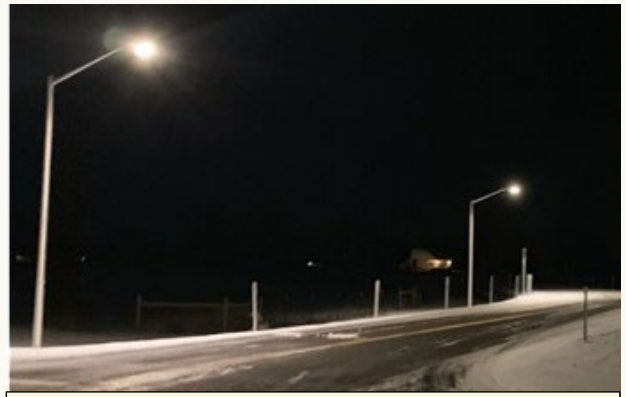
- Intersection crashes (all severities): 3,203 (64% of total)
- Fatal/serious-injury intersection crashes: 120 (59% of total)
- Percent of intersection crashes that resulted in a fatality or serious injury: 4%

Note: *"Intersection crash" is defined as any crash that occurred within 100 feet of an intersection that is not roundabout controlled. A buffer of between 250-500 feet was used for roundabouts.*



Source: Google Maps

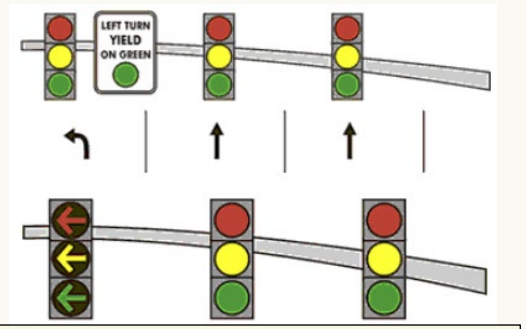
STRATEGIES: Systemic Intersection Treatments



Lighting

(Potential Crash Reduction = 38%)

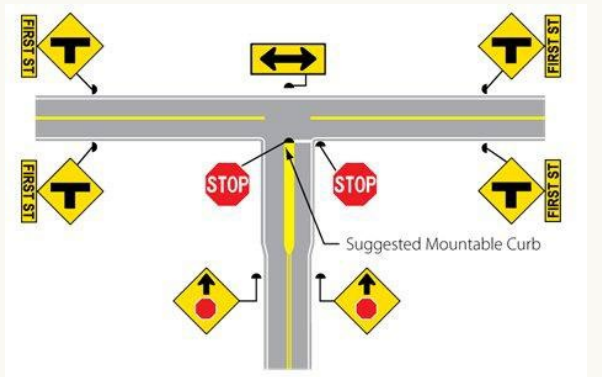
Image source: Deschutes County



Change Left Turns from Permissive (green ball) to Protected (green arrow)

(Potential Crash Reduction = 16-99%)

Image source: ODOT CRF Manual



Increased Intersection Warning

(Potential Crash Reduction = 20-30%)

Image source: ODOT CRF Manual



Splitter Islands at Intersections

(Potential Crash Reduction = 15%)

Image source: ODOT CRF Manual



'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)

Image source: ODOT CRF Manual



Install Red Light Cameras

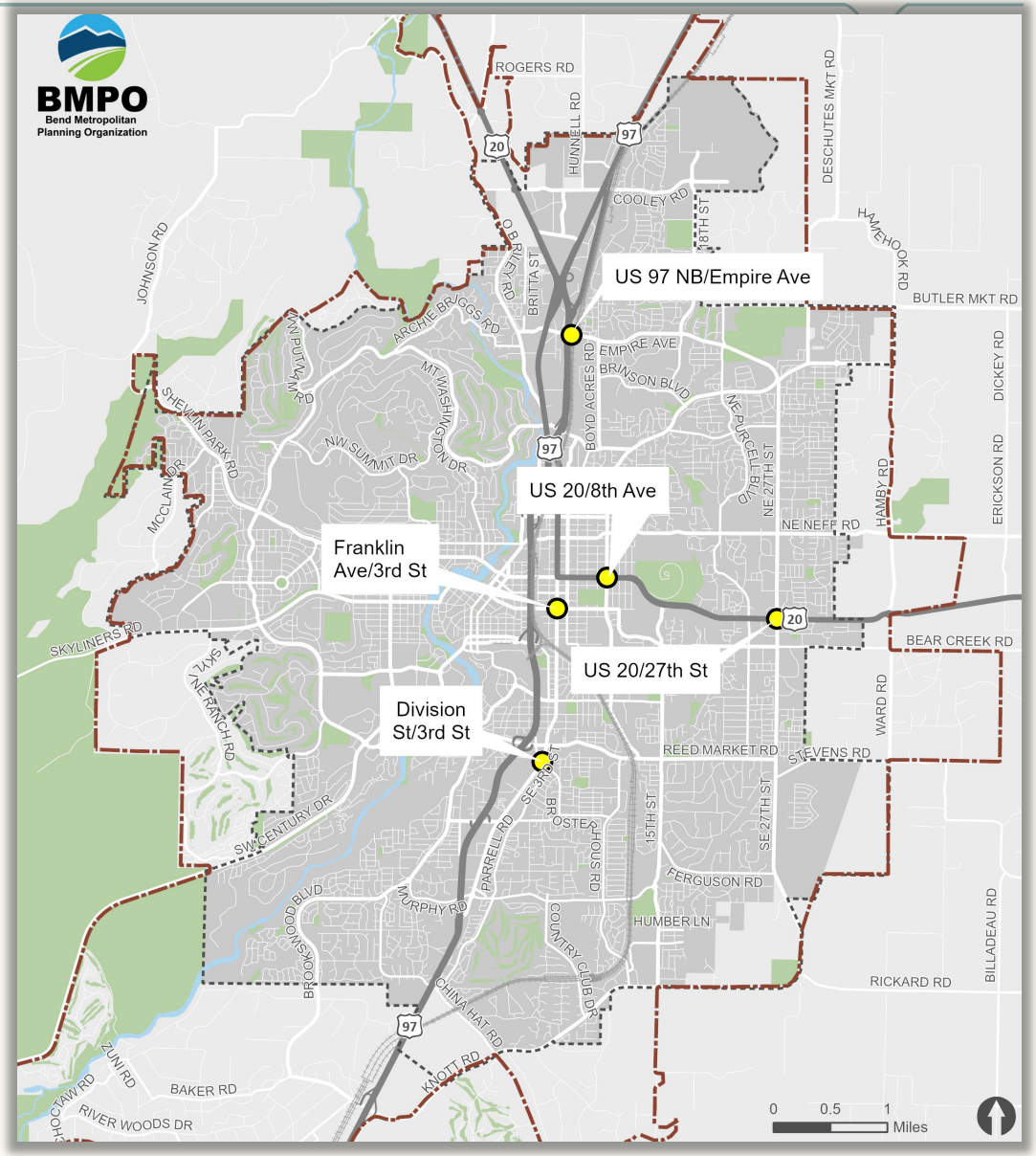
(Potential Crash Reduction 25%)

Image source: Google Maps

STRATEGIES: Systemic Intersection Treatments

High Impact Locations

- US 97 NB Off-Ramp/Empire Avenue
- US 20/8th Avenue
- US 20/27th Street
- Franklin Avenue/3rd St
- Division Street/3rd Street



STRATEGIES: Systemic Speed-Involved Treatments

Speed-Involved Crash Data Highlights

- Crashes that involved speed (all severities): 849 (17% of total)
- Fatal/serious-injury crashes that involved speed: 39 (19% of total)
- Percent of speed-involved crashes that resulted in a fatality or serious injury: 5%



Source: Google Maps

STRATEGIES: Systemic Speed-Involved Treatments



Pavement Friction Treatment

(Potential Crash Reduction = 57-72%)

Image source: ODOT CRF Manual



Speed Humps

(Potential Crash Reduction = 50%)

Image source: Google Maps



Curve Warning Signs

(Potential Crash Reduction = 13%)

Image source: Google Maps



Recessed Pavement Markers

(Potential Crash Reduction = 15%)

Image source: Deschutes County



Left-Turn Traffic Calming Devices

(Potential Crash = 10%)

Image source: Google images



Speed Feedback Signs for Curves and Straight Stretches

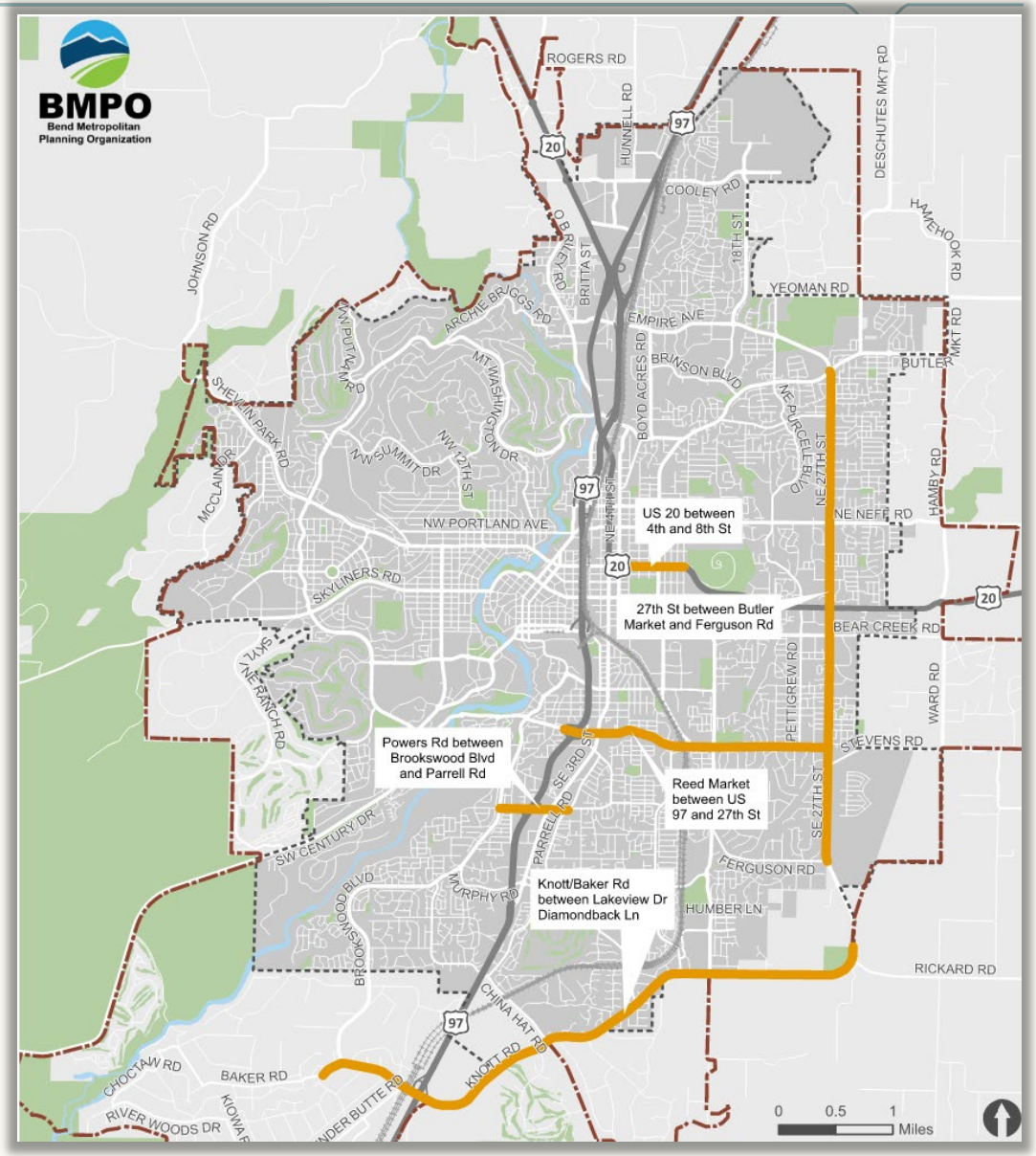
(Potential Crash Reduction = 10%)

Image source: Google Maps

STRATEGIES: Systemic Speed-Involved Treatments

High Impact Locations

- US 20 between 4th and 8th St
- 27th Street between Butler Market Rd and Ferguson Rd
- Powers Road between Brookwood Blvd and Parrell Rd
- Reed Market Rd between US 97 and 27th St
- Knot/Baker Rd between Lakeview Dr and Diamondback Ln



STRATEGIES: Systemic Pedestrian-Involved Treatments

Pedestrian-Involved Crash Data Highlights

- Crashes that involved a pedestrian (all severities): 66 (1% of total)
- Fatal/serious-injury crashes that involved a pedestrian: 13 (6% of total)
- **Percent of pedestrian-involved crashes that resulted in a fatality or serious injury: 20%**



Source: Google Maps

STRATEGIES: Systemic Pedestrian-Involved Treatments



Curb Extensions for Pedestrian Crossings

(Potential Crash Reduction = 30%)

Image source: Google Maps



Sidewalk

(Potential Crash Reduction = 20%)

Image source: Google Maps



Pedestrian Refuge Islands

(Potential Crash Reduction = 32%)

Image source: Google Maps



Pedestrian Activated Beacons

(Potential Crash Reduction = 56%)

Image source: Google images



Crosswalks and Crossing Warning Signs

(Potential Crash Reduction = 15%)

Image source: Google Maps



Crossing Countdown Timers at Traffic Signals

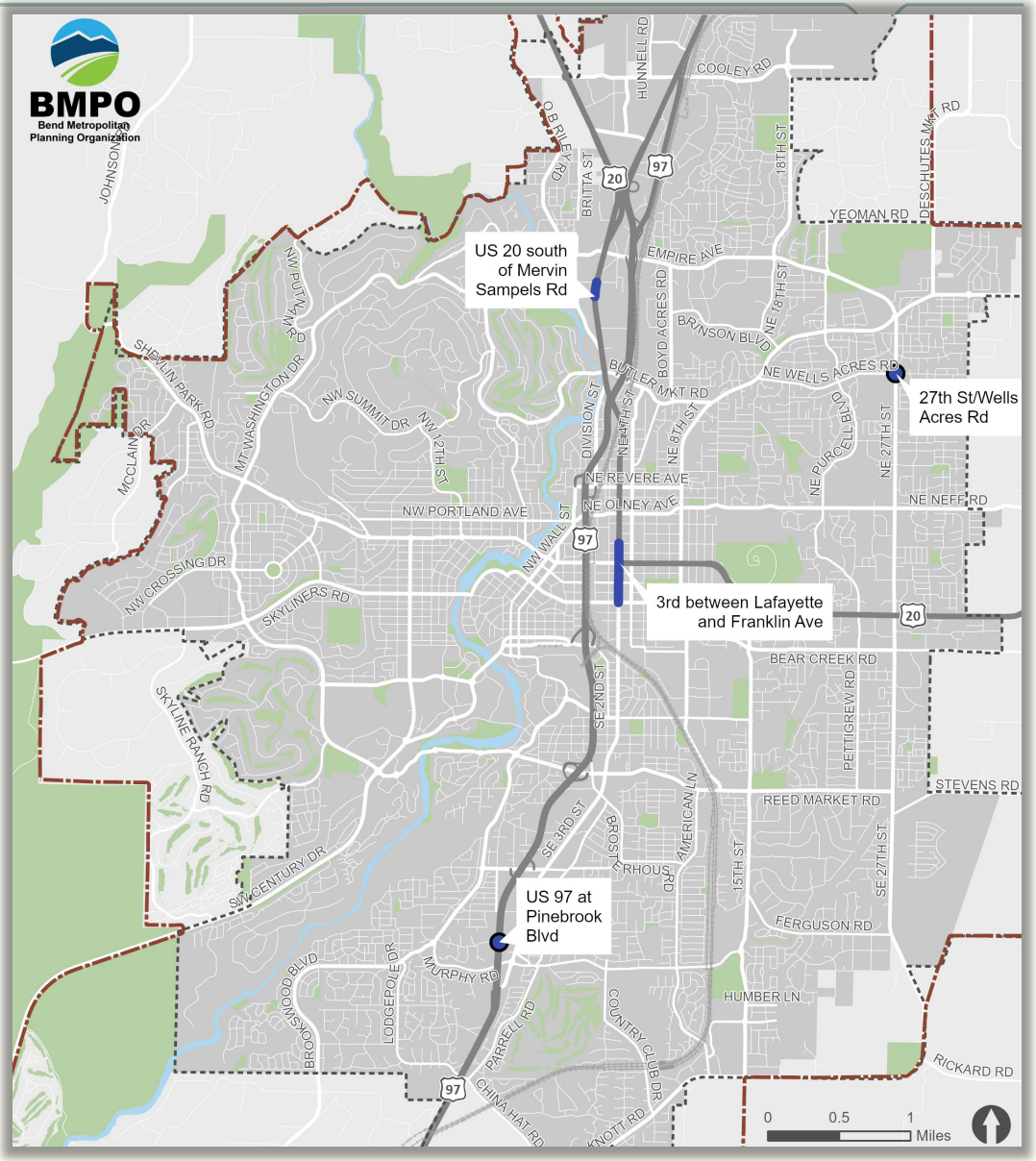
(Potential Crash Reduction = 70%)

Image source: Google images

STRATEGIES: Systemic Pedestrian-Involved Treatments

High Impact Locations

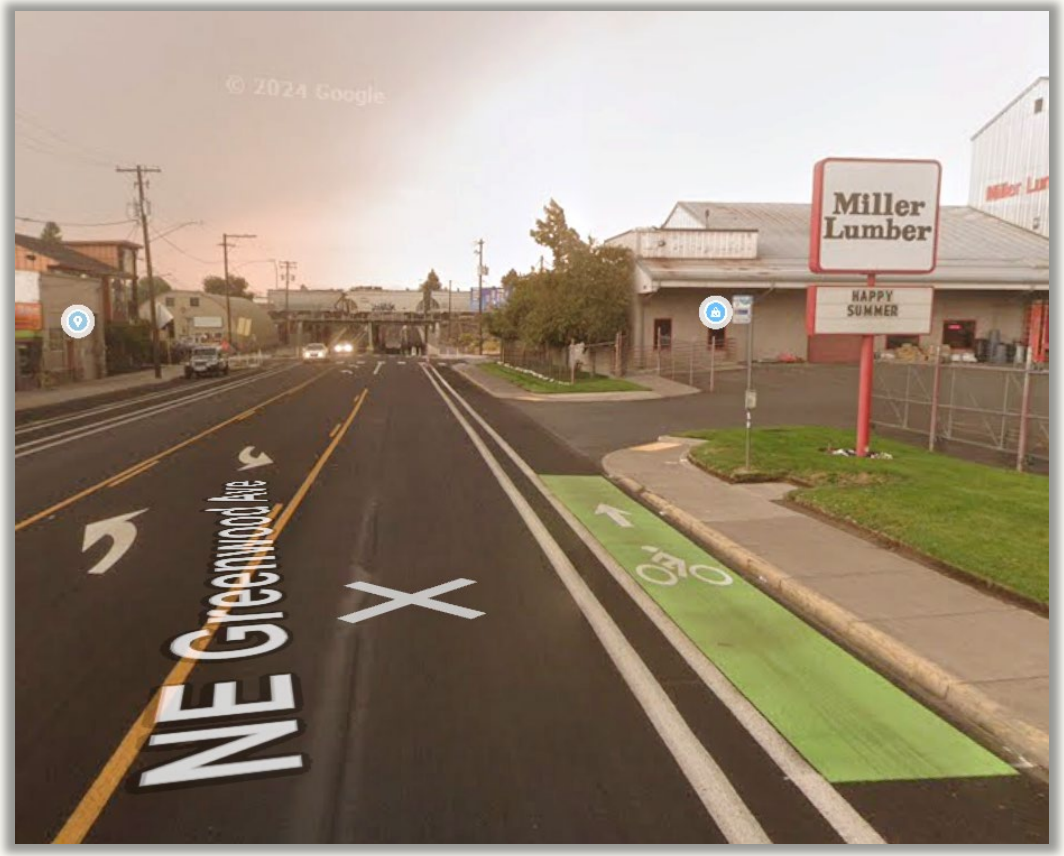
- US 20 south of Mervin Sampels Rd
- 27th St/Wells Acres Rd
- 3rd St between Lafayette Ave and Franklin Ave
- US 97 at Pinebrook Blvd



STRATEGIES: Systemic Bicyclist-Involved Treatments

Bicyclist-Involved Crash Data Highlights

- Crashes that involved a bicyclist (all severities): 109 (2% of total)
- Fatal/serious-injury crashes that involved a bicyclist: 13 (6% of total)
- **Percent of bicyclist-involved crashes that resulted in a fatality or serious injury: 12%**



Source: Google Maps

STRATEGIES: Systemic Bicyclist-Involved Treatments



Green Bike Lanes at Through Intersections

(Potential Crash Reduction = 39%)

Image source: Google Maps



Bike Boxes at Intersections

(Potential Crash Reduction = 35%)

Image source: Google Maps



Bike Signals

(Potential Crash Reduction = 45%)

Image source: Google images



Bike Lanes

(Potential Crash = 36%)

Image source: Google Maps



Convert 4-Lane Road to 3-Lane Road with Center Turn Lane

(Potential Crash Reduction = 29%)

Image source: Google Maps



Cycle Track

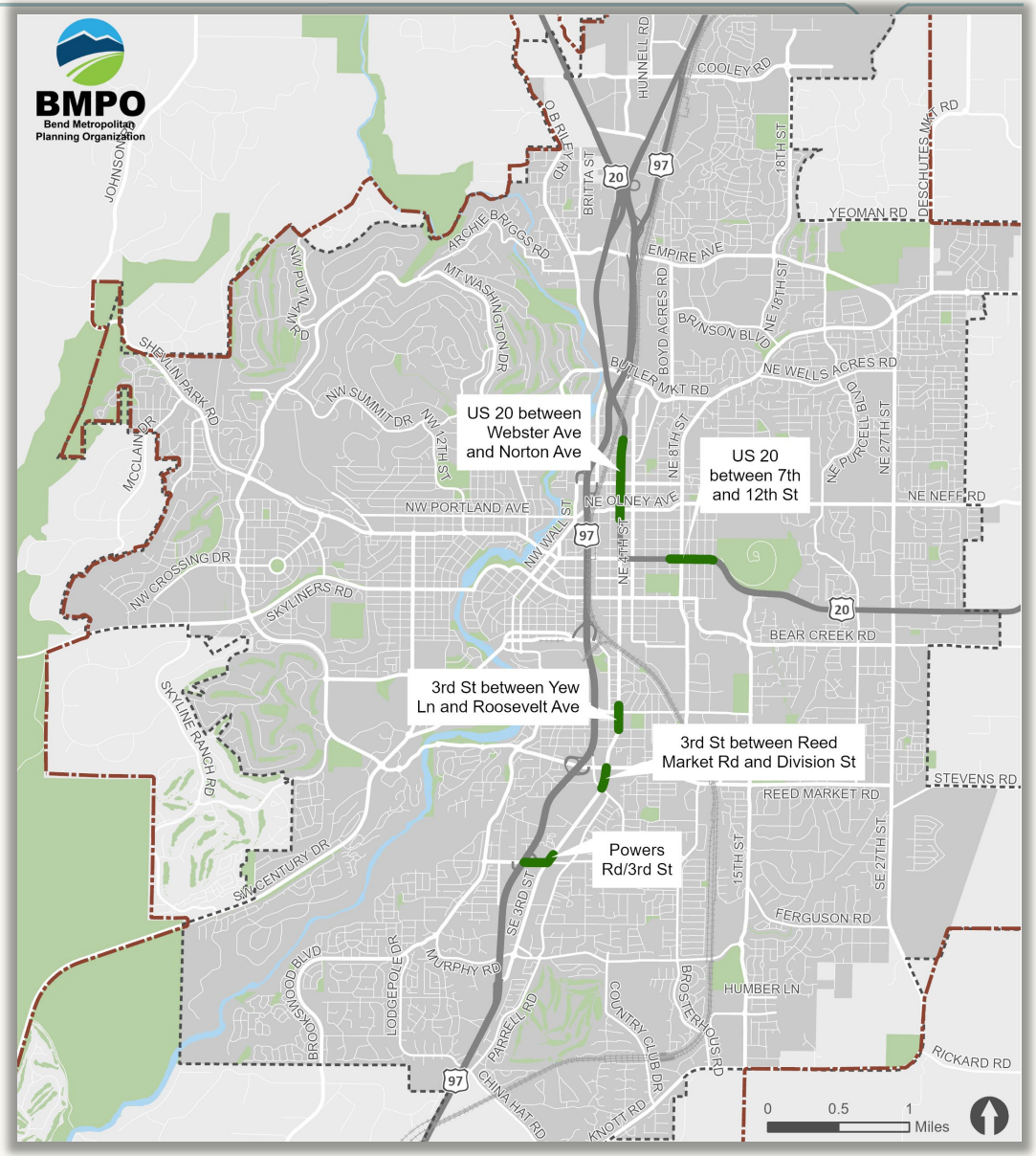
(Potential Crash Reduction = 59%)

Image source: Google Maps

STRATEGIES: Systemic Bicyclist-Involved Treatments

High Impact Locations

- US 20 between Webster Ave and Norton Ave
- US 20 between 7th St and 12th St
- 3rd St between Yew Ln and Roosevelt Ave
- 3rd St between Reed Market Rd and Division St
- Powers Rd at 3rd St



STRATEGIES: Systemic Aging (65+) Drivers Treatments

Aging Driver-Involved Crash Data Highlights

- Crashes that involved a 65+ driver (all severities): 544 (11% of total)
- Fatal/serious-injury crashes that involved a 65+ driver: 61 (30% of total)
- Percent of 65+ driver crashes that resulted in a fatality or serious injury: 11%

STRATEGIES: Systemic Aging (65+) Drivers Treatments



Lighting

(Potential Crash Reduction = 38%)

Image source: Deschutes County



Install wider edge lines

(Potential Crash Reduction = 18%)

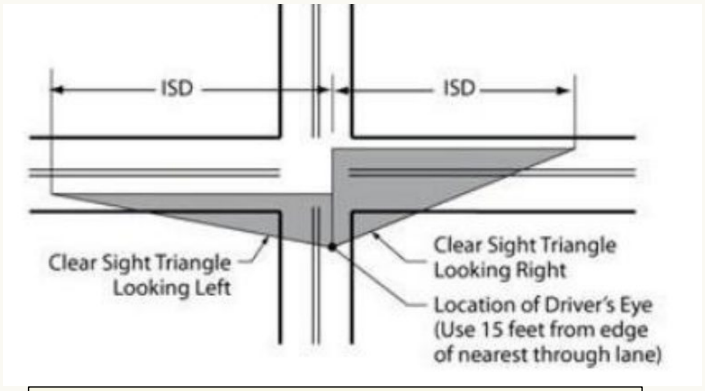
Image source: Minnesota DOT



Flashing Beacons as Advance Warning for Signals

(Potential Crash Reduction = 10%)

Image source: https://www.mccain-inc.com



Clear Sight Triangle Distance

(Potential Crash Reduction = 48%)

Image source: FHWA

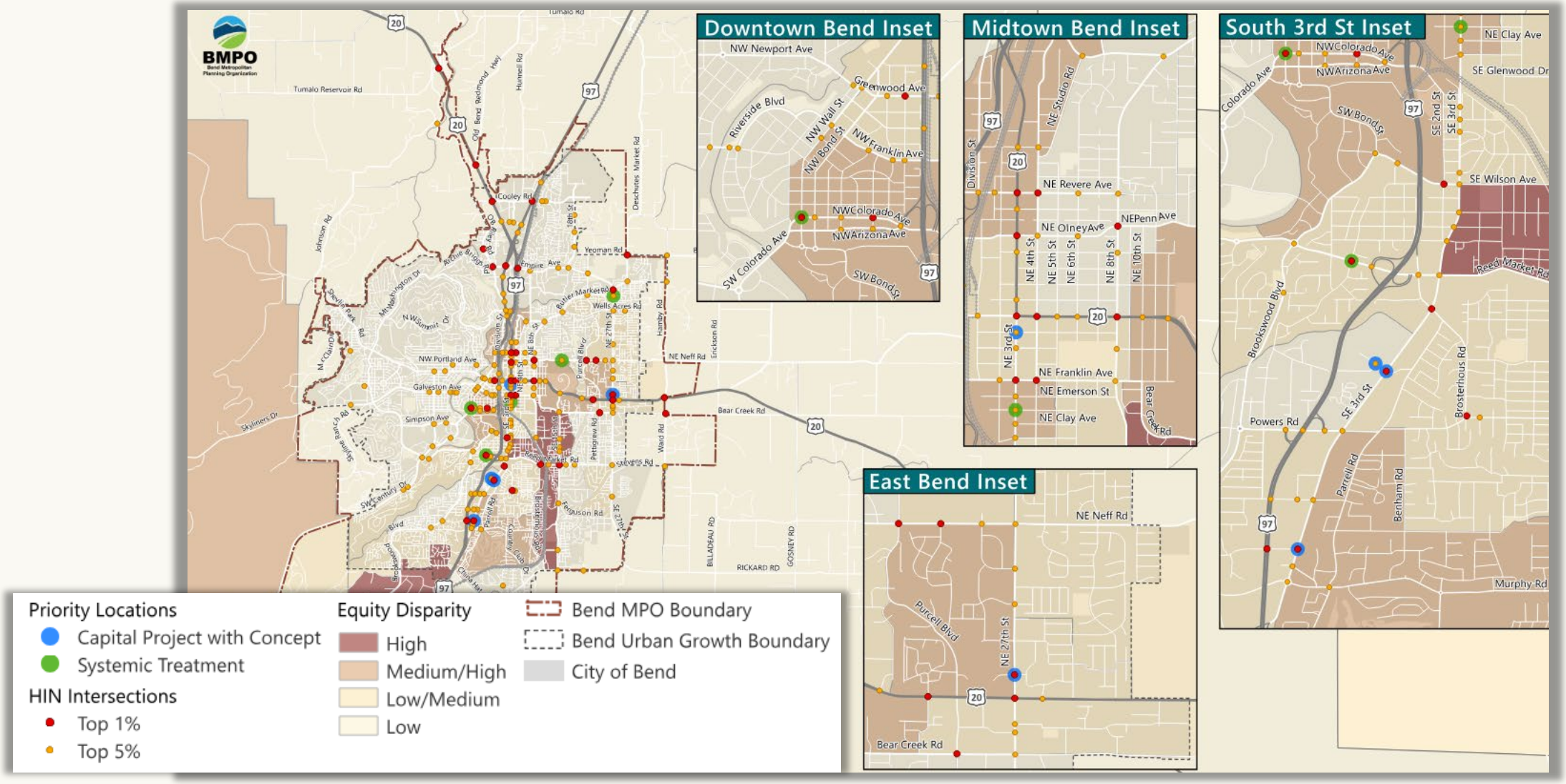
Note: *Initial locations for systemic treatments are not provided for aging driver-involved crashes crash type because these crashes are not clustered in specific locations.*

Priority Location Improvements

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STRATEGIES (Tech Memo #4)

Priority Locations for Capital Improvements



STRATEGIES: Priority Locations

With Conceptual Layouts

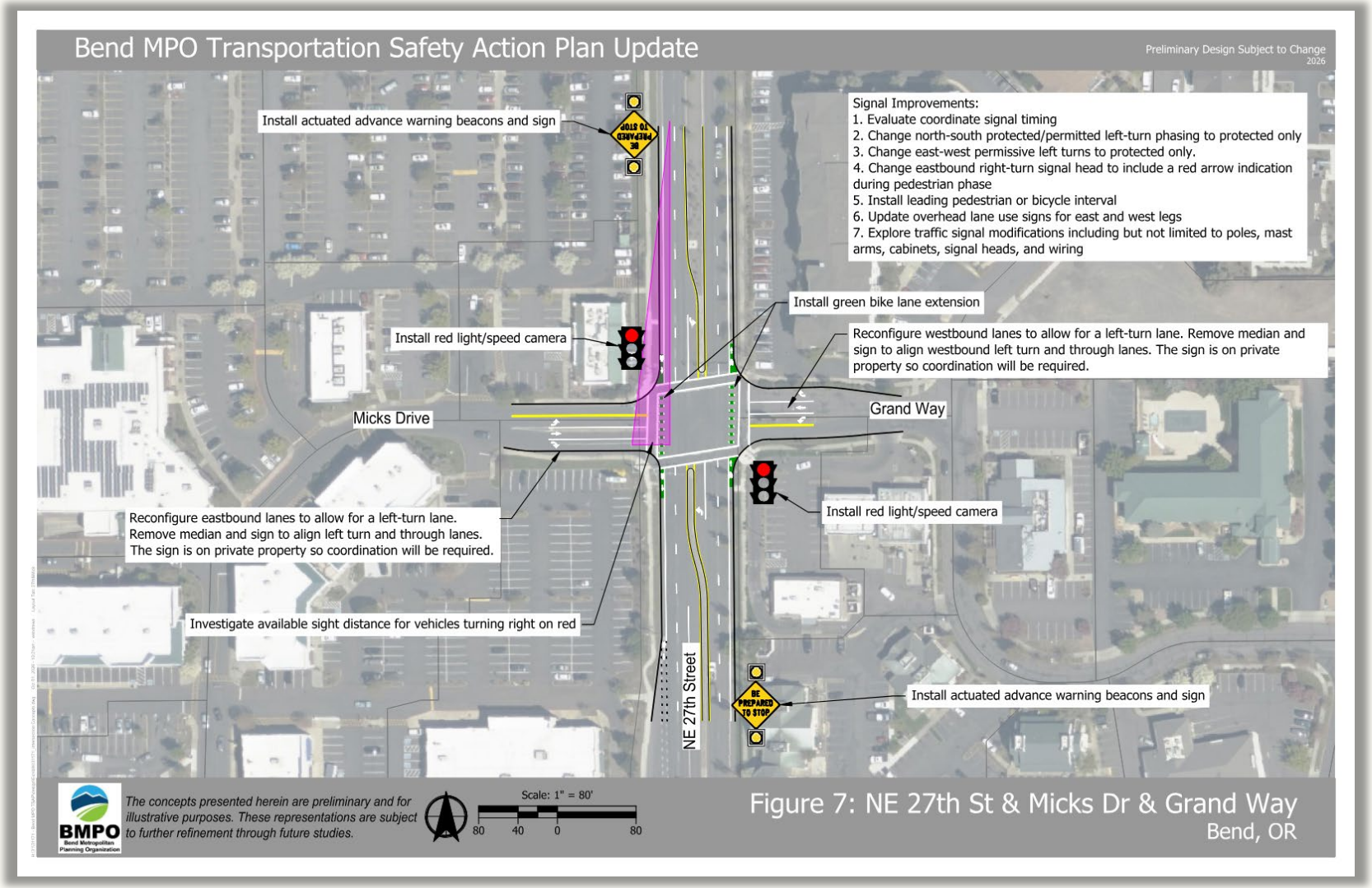
- 27th Street / Micks Drive-Grand Way
- 3rd Street / Meyer Drive-Reed Lane
- Meyer Drive / Reed Lane
- 3rd Street / Irving Avenue
- 3rd Street / Pinebrook Boulevard

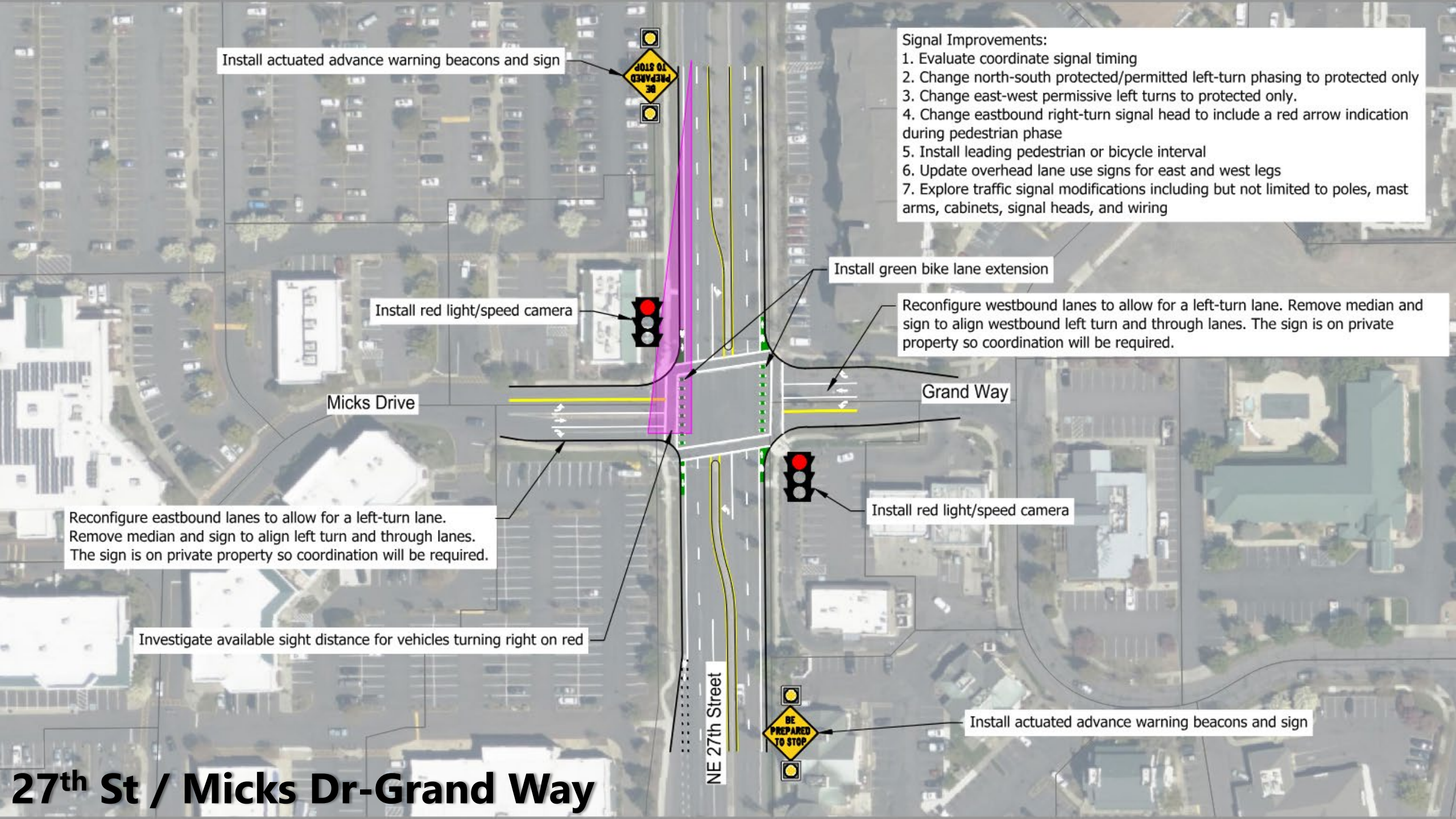
With Systemic Treatments

- Colorado Avenue / Wall Street
- Reed Market Road / Silver Lake Boulevard
- 3rd Street / Dekalb Avenue
- Neff Road / Shepard Road
- 27th Street / Jill Avenue

STRATEGIES: Priority Location Concepts

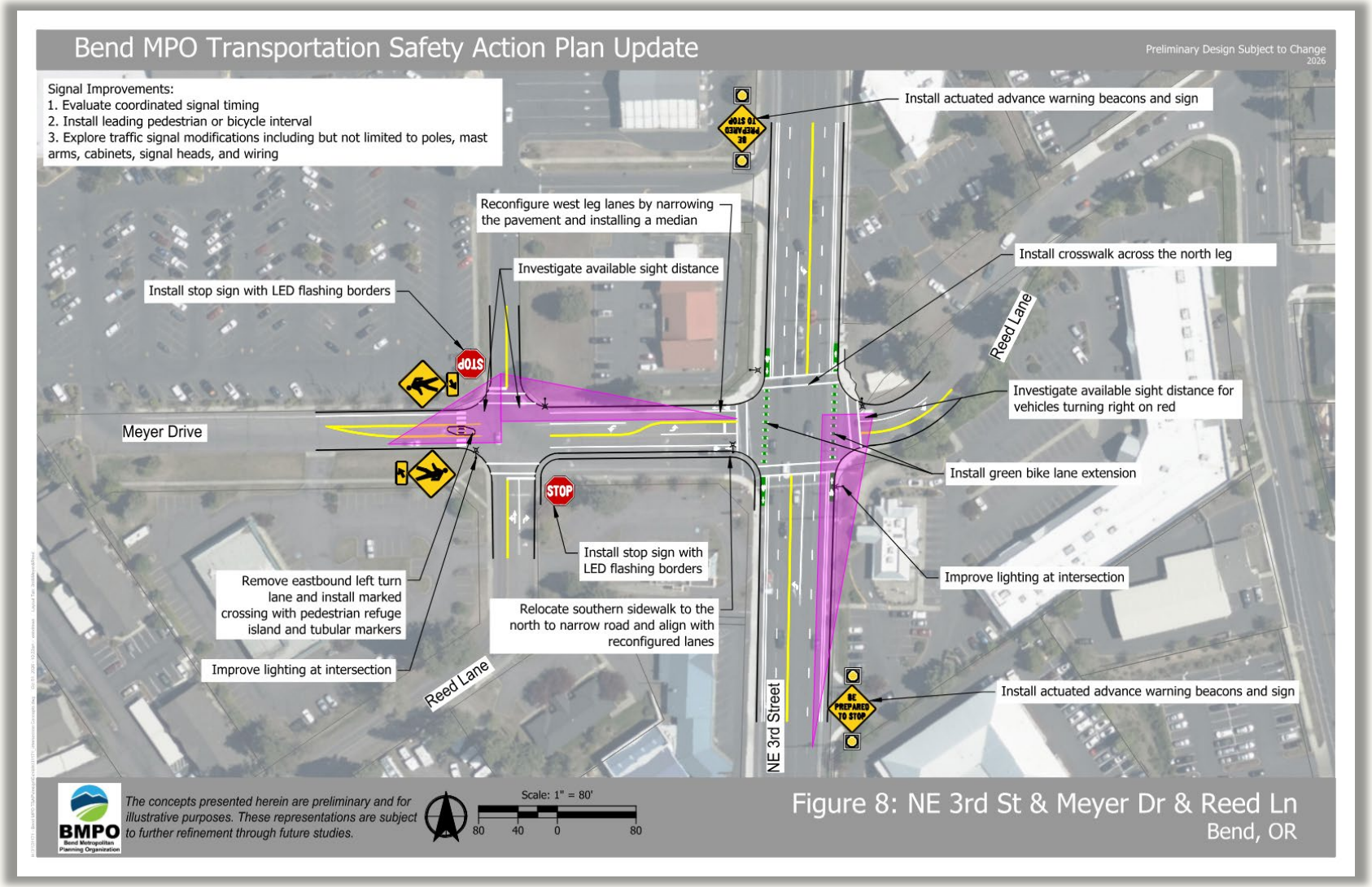
27th Street / Micks Drive-Grand Way

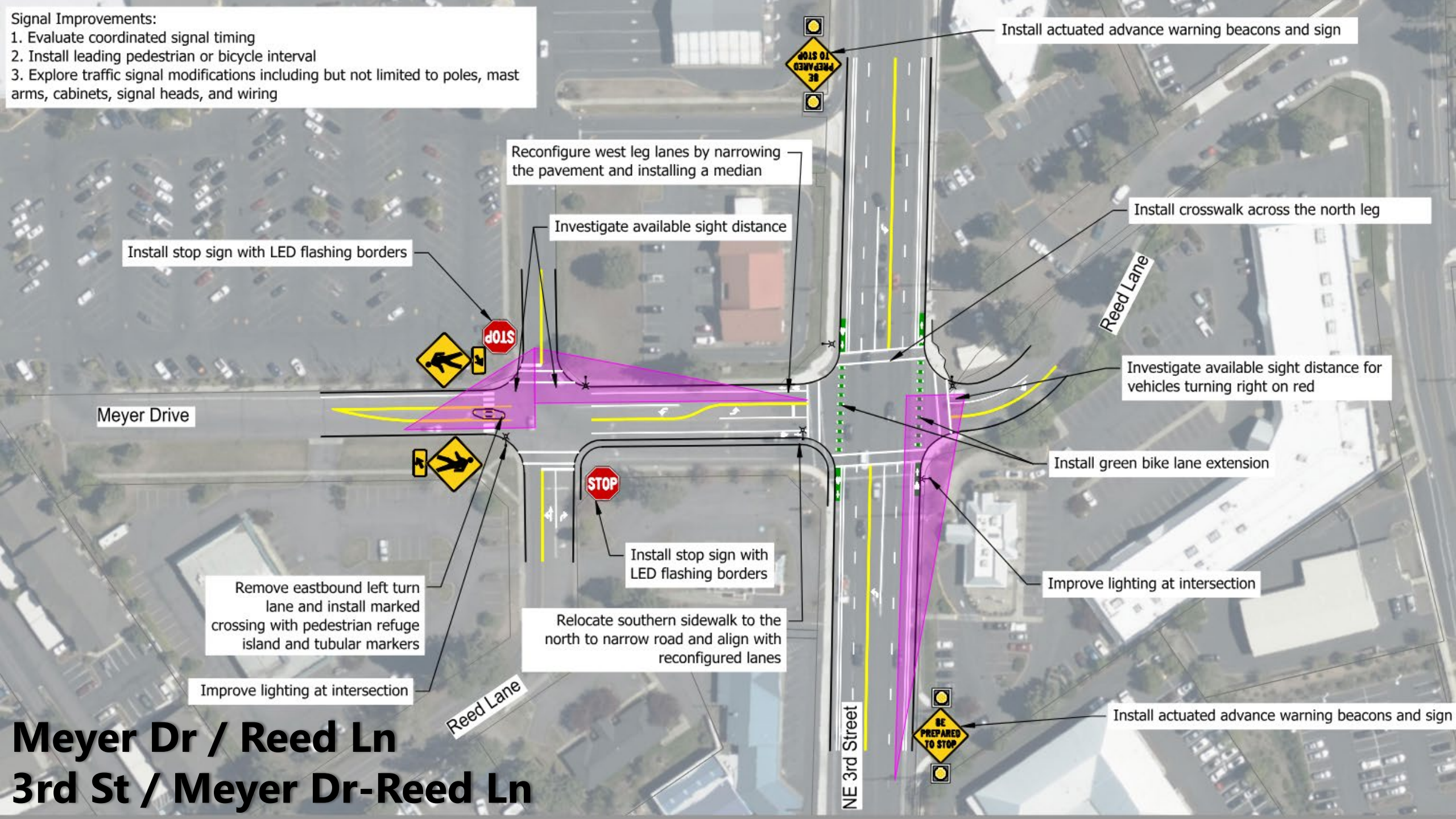



Install actuated advance warning beacons and sign
Signal Improvements:
1. Evaluate coordinate signal timing
2. Change north-south protected/permitted left-turn phasing to protected only
3. Change east-west permissive left turns to protected only.
4. Change eastbound right-turn signal head to include a red arrow indication during pedestrian phase
5. Install leading pedestrian or bicycle interval
6. Update overhead lane use signs for east and west legs
7. Explore traffic signal modifications including but not limited to poles, mast arms, cabinets, signal heads, and wiring
Install green bike lane extension
Install red light/speed camera
Reconfigure westbound lanes to allow for a left-turn lane. Remove median and sign to align westbound left turn and through lanes. The sign is on private property so coordination will be required.
Micks Drive
Grand Way
Reconfigure eastbound lanes to allow for a left-turn lane.
Remove median and sign to align left turn and through lanes.
The sign is on private property so coordination will be required.
Install red light/speed camera
Investigate available sight distance for vehicles turning right on red
NE 27th Street
BE PREPARED TO STOP
Install actuated advance warning beacons and sign
27th St / Micks Dr-Grand Way

STRATEGIES: Priority Location Concepts

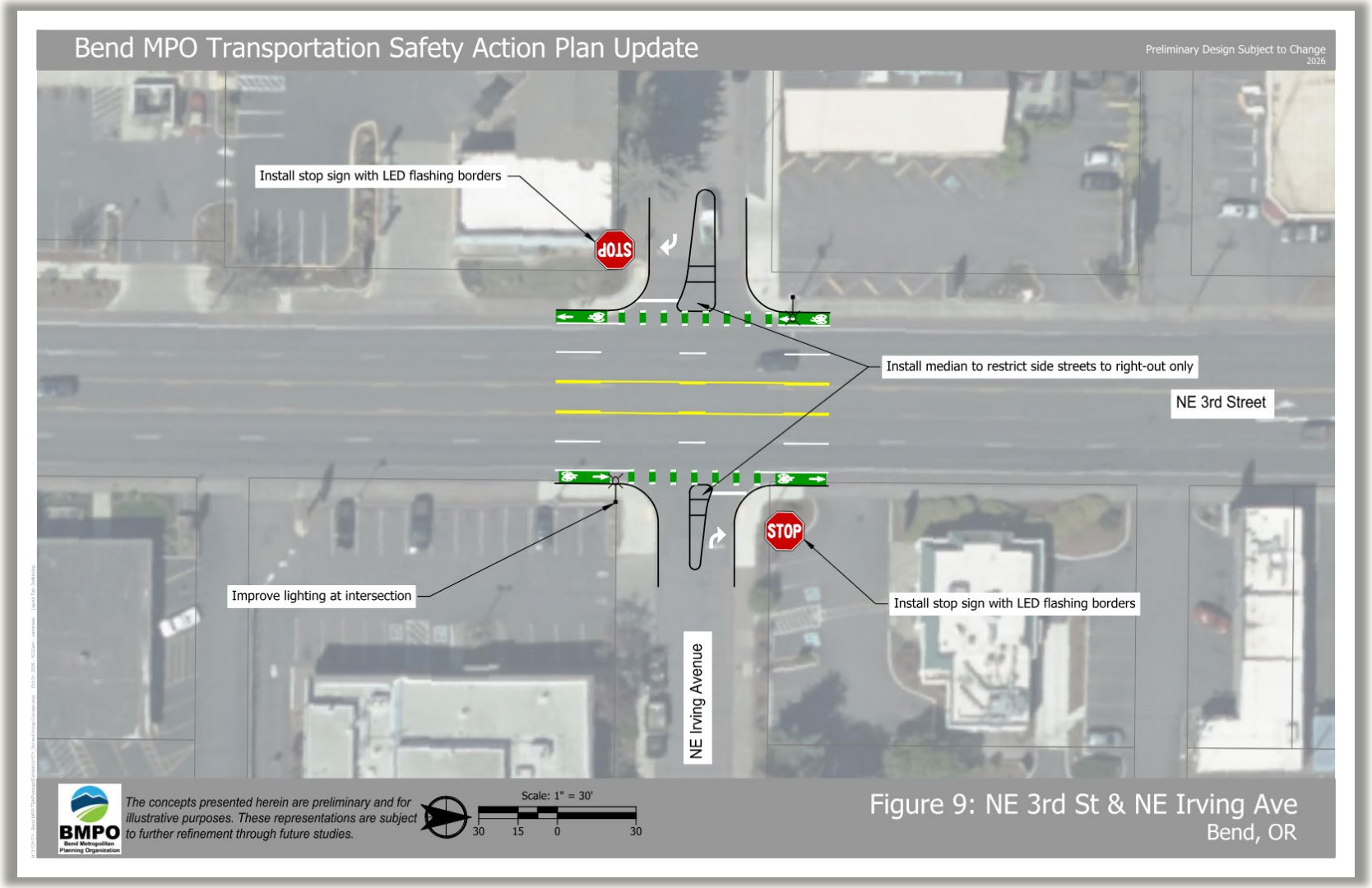
3rd Street / Meyer Drive-Reed Lane & Meyer Drive / Reed Lane

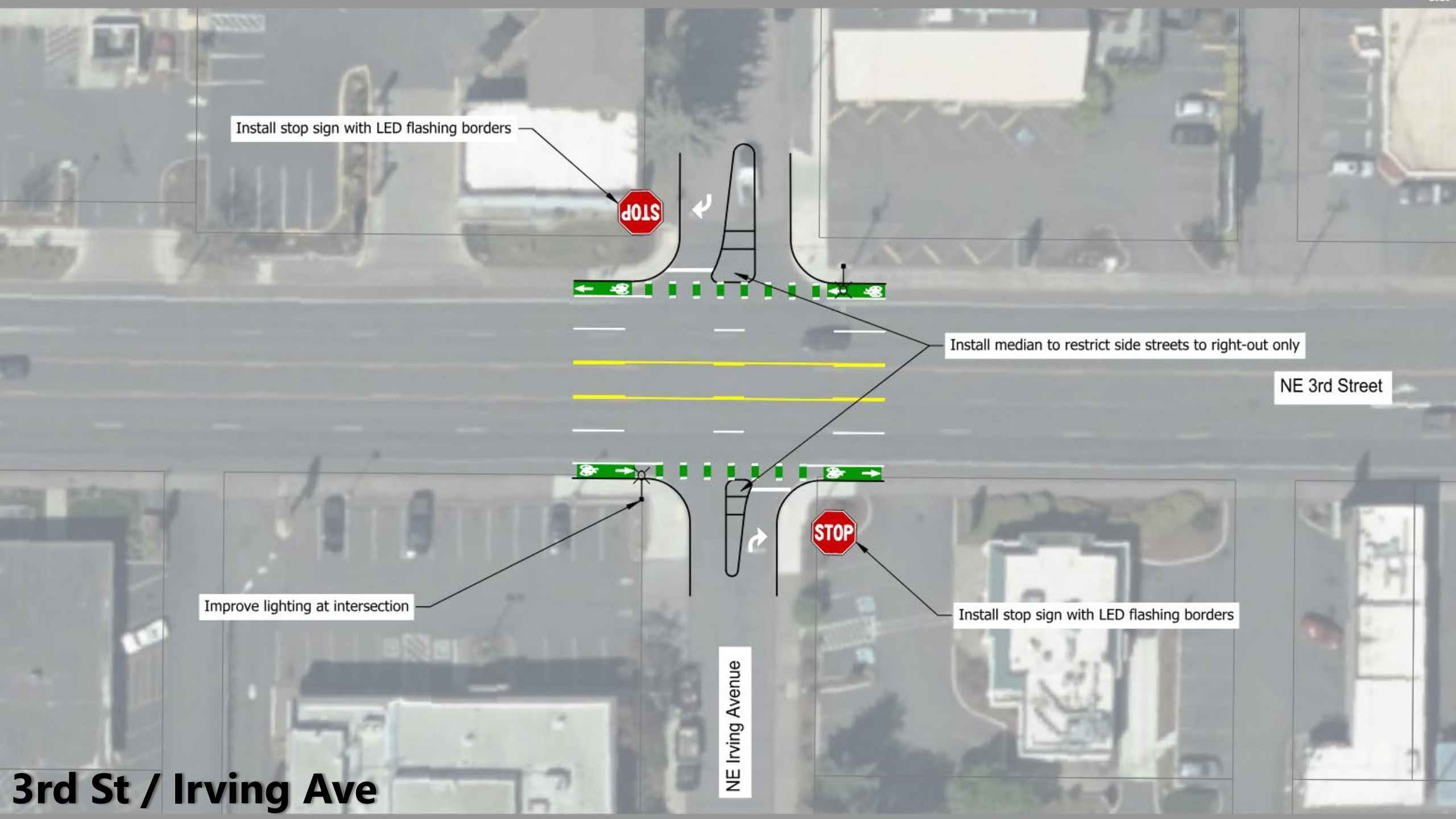



Signal Improvements:
1. Evaluate coordinated signal timing
2. Install leading pedestrian or bicycle interval
3. Explore traffic signal modifications including but not limited to poles, mast arms, cabinets, signal heads, and wiring
Install actuated advance warning beacons and sign
Reconfigure west leg lanes by narrowing the pavement and installing a median
Investigate available sight distance
Install crosswalk across the north leg
Install stop sign with LED flashing borders
Reed Lane
Investigate available sight distance for vehicles turning right on red
Meyer Drive
Install green bike lane extension
STOP
Install stop sign with LED flashing borders
Improve lighting at intersection
Remove eastbound left turn lane and install marked crossing with pedestrian refuge island and tubular markers
Relocate southern sidewalk to the north to narrow road and align with reconfigured lanes
Improve lighting at intersection
Reed Lane
NE 3rd Street
Install actuated advance warning beacons and sign
BE PREPARED TO STOP
Meyer Dr / Reed Ln
3rd St / Meyer Dr-Reed Ln

STRATEGIES: Priority Location Concepts

3rd Street / Irving Avenue

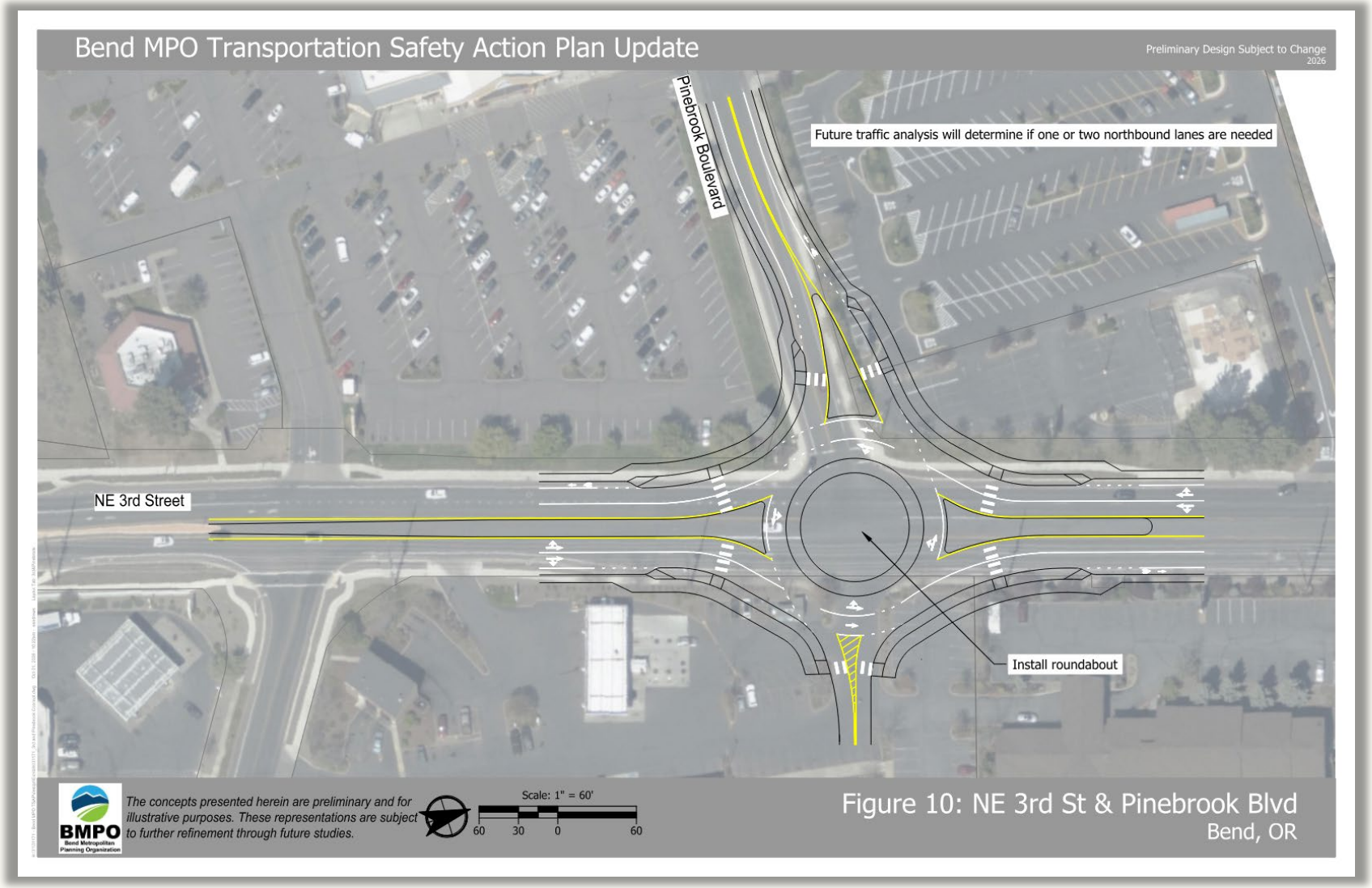


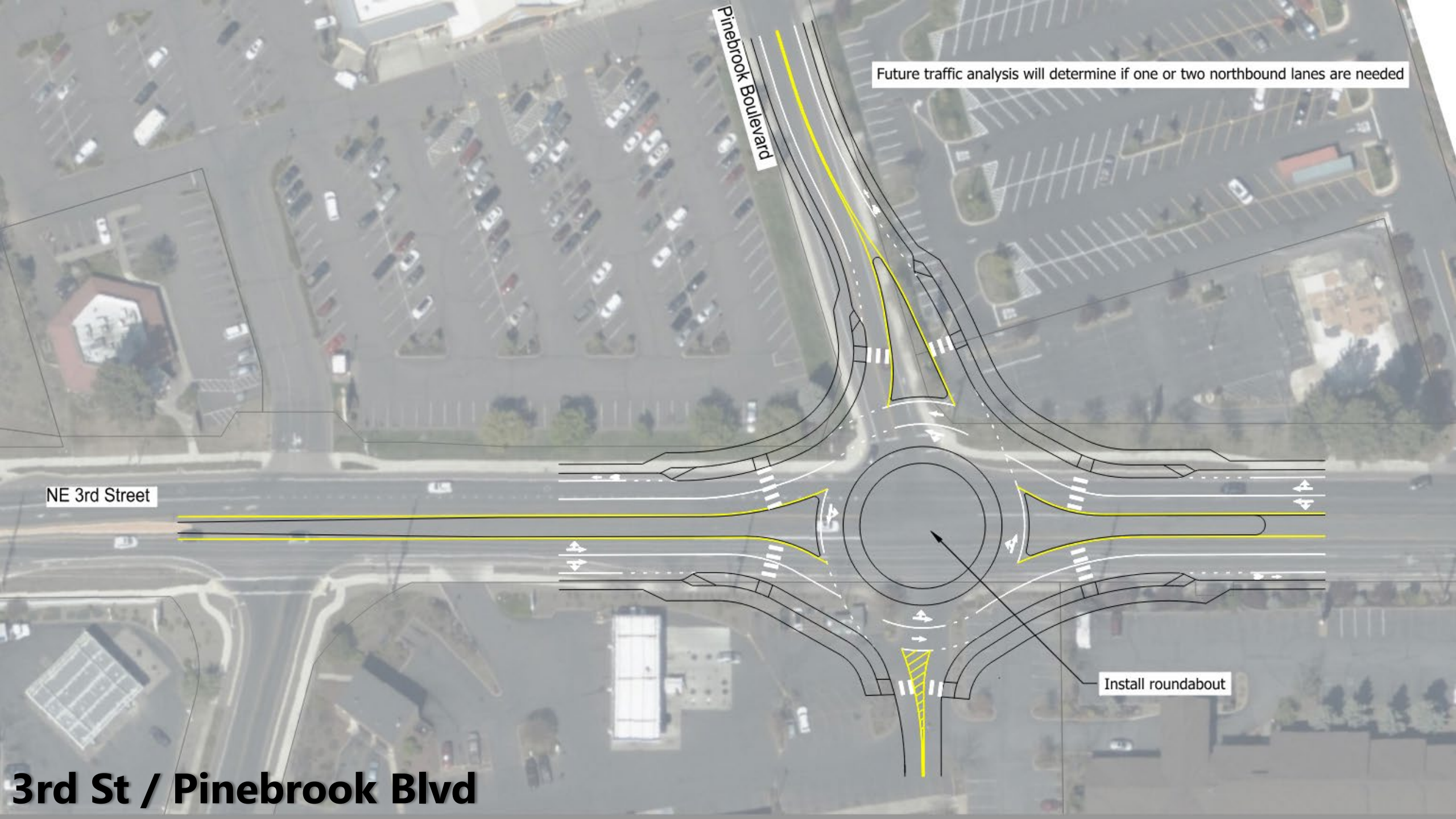


3rd St / Irving Ave

STRATEGIES: Priority Location Concepts

3rd Street / Pinebrook Boulevard





3rd St / Pinebrook Blvd

STRATEGIES: Priority Location Systemic Treatments

Colorado Avenue / Wall Street

- Coordinated signal timing
- Actuated flashing beacons as advance warning
- Increased visibility for motorists
- Red light running cameras



STRATEGIES: Priority Location Systemic Treatments

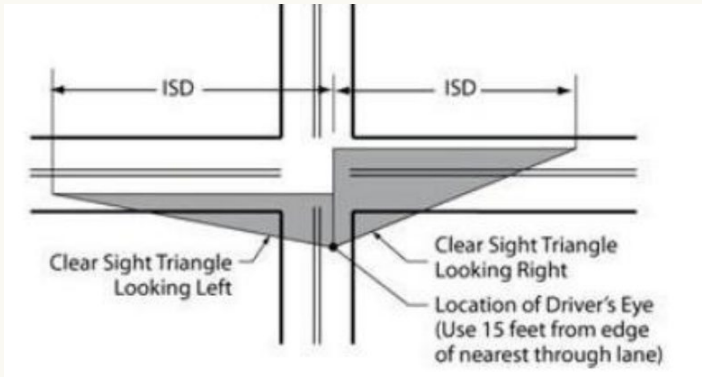
Colorado Avenue / Wall Street



Flashing Beacons Coordinated with Signal

(Potential Crash Reduction = 10%)

Image source: ODOT CRF Manual



Greater Visibility at Intersections

(Potential Crash Reduction = 48%)

Image source: ODOT CRF Manual



Red Light Cameras

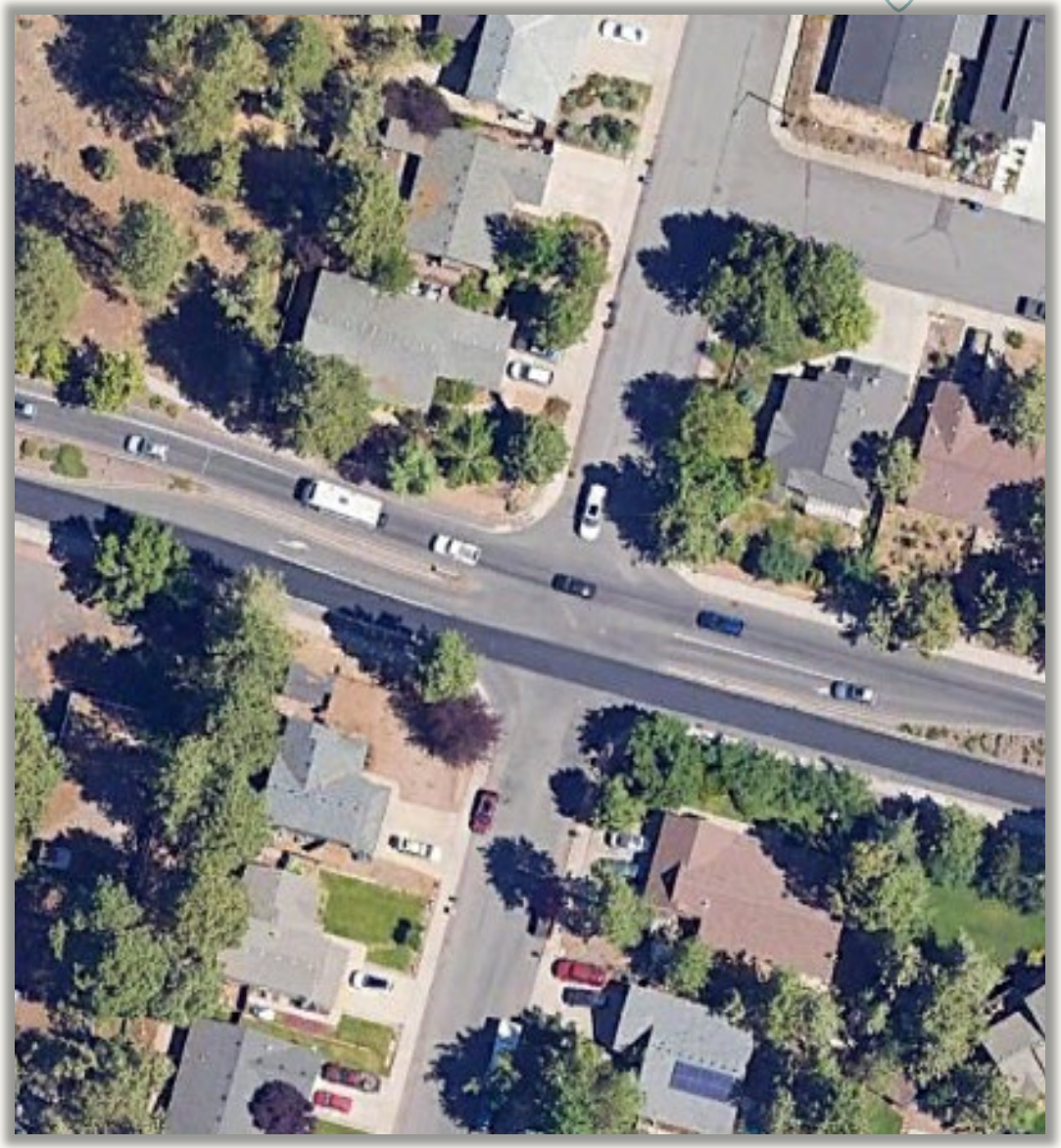
(Potential Crash Reduction 25%)

Image source: Google Maps

STRATEGIES: Priority Location Systemic Treatments

Reed Market Rd / Silver Lake Blvd

- Lighting
- Additional intersection warning devices
- Flashing beacons on stop signs
- Actuated flashing beacons on Reed Market Rd
- Speed feedback signs
- Increased visibility for motorists



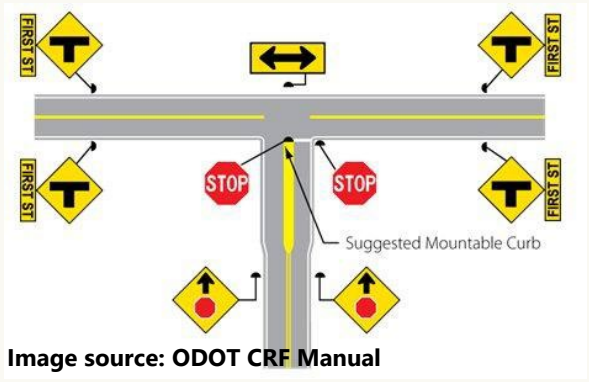
STRATEGIES: Priority Location Systemic Treatments

Reed Market Rd / Silver Lake Blvd



Lighting

(Potential Crash Reduction = 38%)



Increased Intersection Warning

(Potential Crash Reduction = 20-30%)



Speed Feedback Signs for Curves and Straight Stretches

(Potential Crash Reduction = 10%)



'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)



Flashing Beacons on Stop Signs

(Potential Crash Reduction = 13%)

Image source: ODOT CRF Manual



Actuated Flashing Beacons

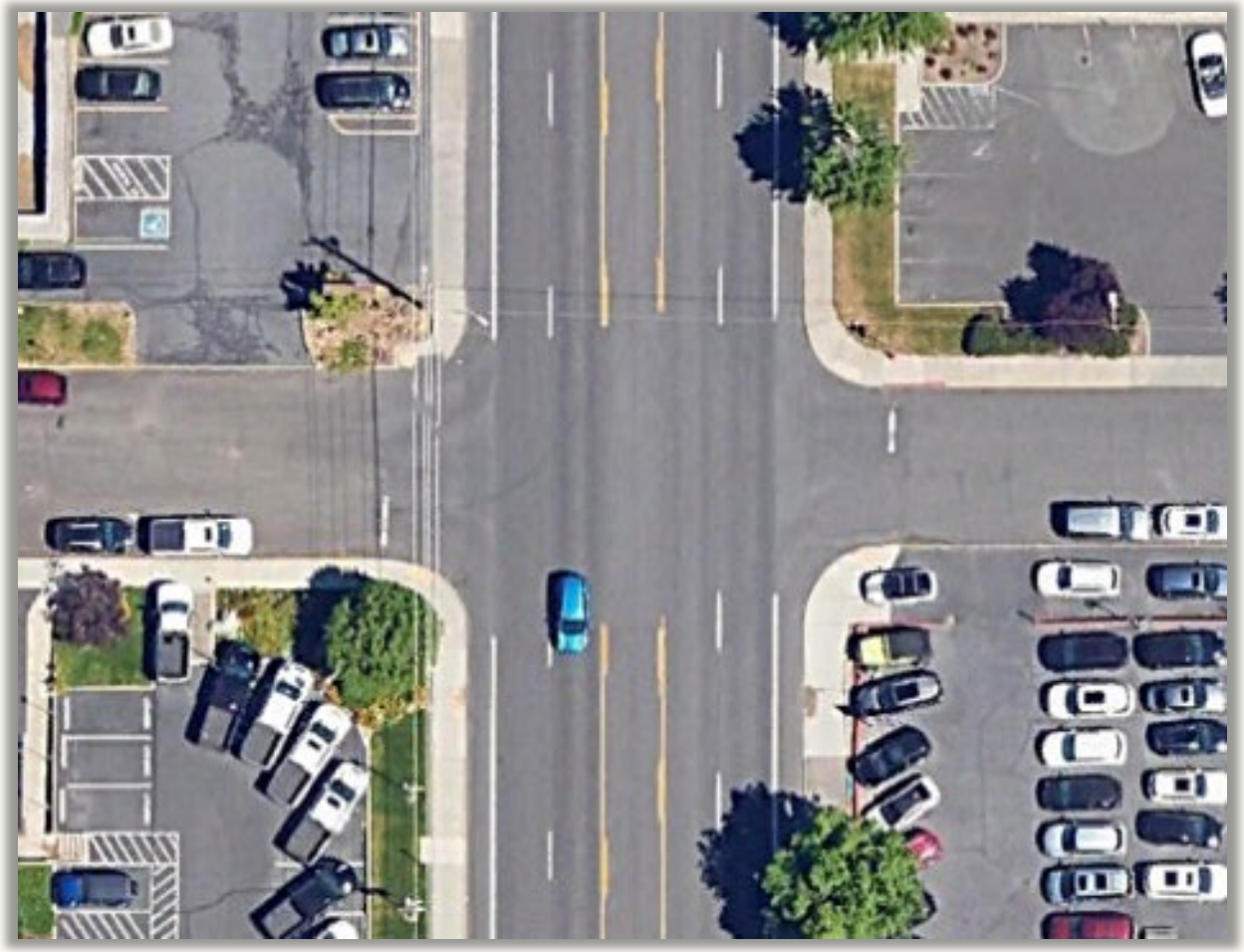
(Potential Crash Reduction = 27%)

Image source: ODOT CRF Manual

STRATEGIES: Priority Location Systemic Treatments

3rd Street / Dekalb Avenue

- Pedestrian refuge island, raised median/any type of median barrier, or right-in/right-out modifications
- Lighting
- Increased visibility for motorists
- Additional intersection warning devices
- Flashing beacons on stop signs



STRATEGIES: Priority Location Systemic Treatments

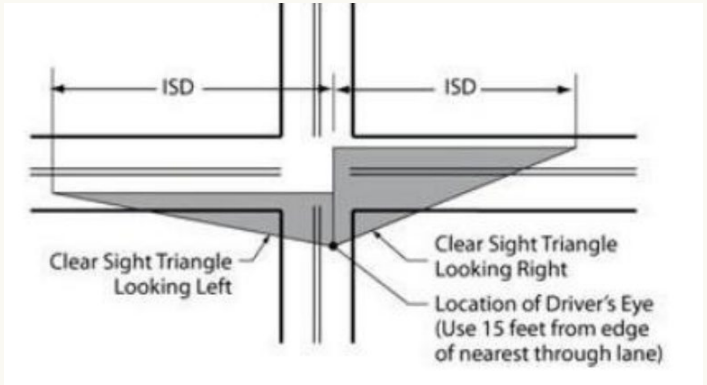
3rd Street / Dekalb Avenue



Pedestrian Refuge Islands

(Potential Crash Reduction = 32%)

Image source: Google Maps



Greater Visibility at Intersections

(Potential Crash Reduction = 48%)

Image source: ODOT CRF Manual



Right-In/Right-Out Restrictions

(Potential Crash Reduction = 45%)

Image source: Google Maps



Flashing Beacons on Stop Signs

(Potential Crash Reduction = 13%)

Image source: ODOT CRF Manual

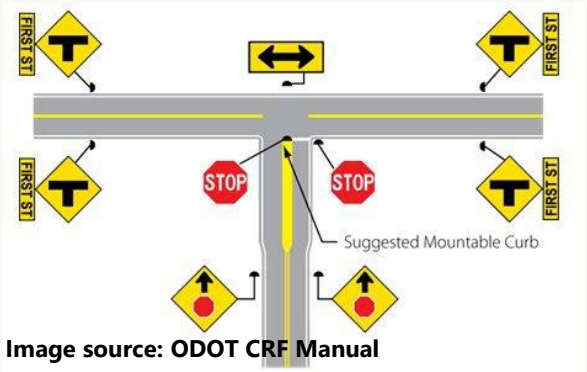


Image source: ODOT CRF Manual

Increased Intersection Warning

(Potential Crash Reduction = 20-30%)



Image source: ODOT CRF Manual

'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)



Image source: Deschutes County

Lighting

(Potential Crash Reduction = 38%)

STRATEGIES: Priority Location Systemic Treatments

Neff Road / Shepard Road

- Lighting
- Roundabout, rectangular rapid flashing beacon, pedestrian refuge island, or right-in/right-out modifications
- Additional intersection warning devices
- Flashing beacons on stop signs



STRATEGIES: Priority Location Systemic Treatments

Neff Road / Shepard Road



Roundabout (Mini)

(Potential Crash Reduction = 82%)

Image source: Kittelson



Pedestrian Refuge Islands

(Potential Crash Reduction = 32%)

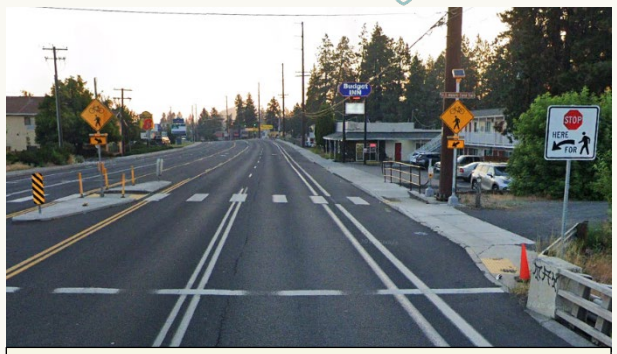
Image source: Google Maps



Right-In/Right-Out Restrictions

(Potential Crash Reduction = 45%)

Image source: Google Maps



Pedestrian Activated Beacons

(Potential Crash Reduction = 56%)

Image source: Google Maps

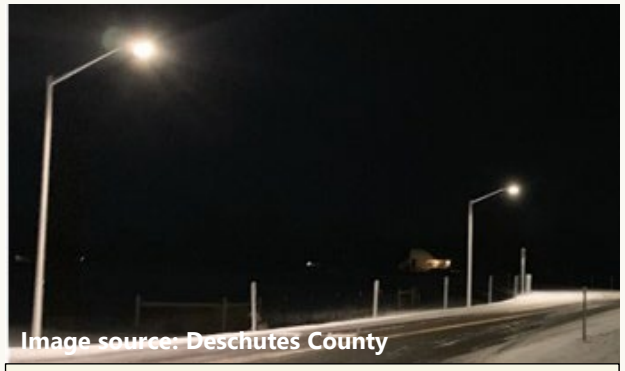


Image source: Deschutes County

Lighting

(Potential Crash Reduction = 38%)

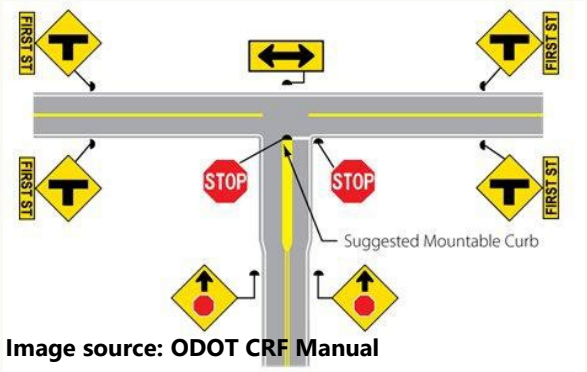


Image source: ODOT CRF Manual

Increased Intersection Warning

(Potential Crash Reduction = 20-30%)



Image source: ODOT CRF Manual

'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)



Image source: ODOT CRF Manual

Flashing Beacons on Stop Signs

(Potential Crash Reduction = 13%)

STRATEGIES: Priority Location Systemic Treatments

27th Street / Jill Avenue

- Channelized left-turn lanes, raised median/any type of median barrier, or right-in/right-out modifications
- Lighting
- Increased visibility for motorists
- Additional intersection warning devices
- Flashing beacons on stop signs



STRATEGIES: Priority Location Systemic Treatments

27th Street / Jill Avenue



Left-turn lane at 3- or 4-leg intersection with raised median on all approaches

(Potential Crash Reduction = 27%)

Image source: ODOT CRF Manual



Raised Median

(Potential Crash Reduction = 39%)

Image source: ODOT CRF Manual



Right-In/Right-Out Restrictions

(Potential Crash Reduction = 45%)

Image source: Google Maps

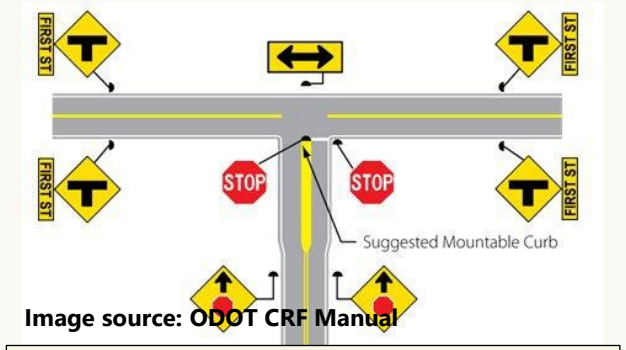
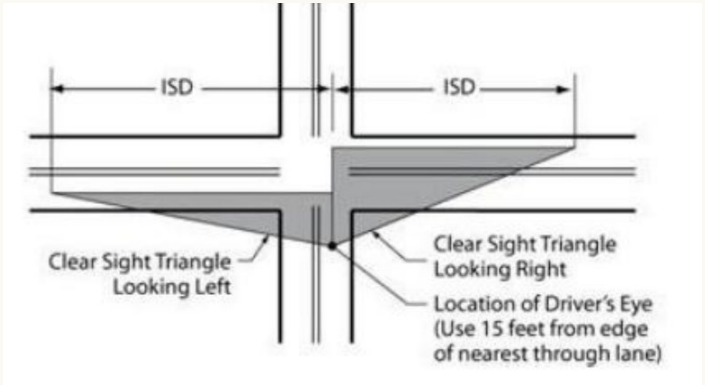


Image source: ODOT CRF Manual

Increased Intersection Warning

(Potential Crash Reduction = 20-30%)



Greater Visibility at Intersections

(Potential Crash Reduction = 48%)

Image source: ODOT CRF Manual

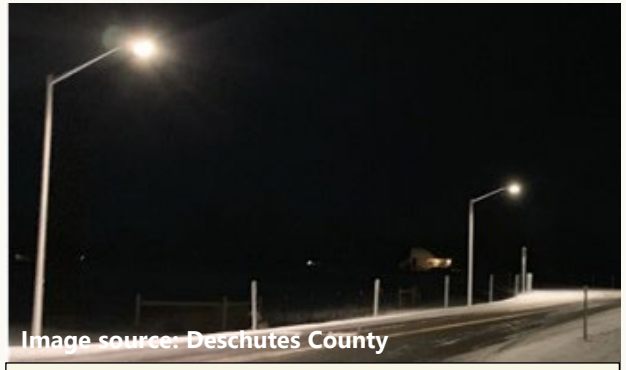


Image source: Deschutes County

Lighting

(Potential Crash Reduction = 38%)



Image source: ODOT CRF Manual

'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)



Flashing Beacons on Stop Signs

(Potential Crash Reduction = 13%)

Multidisciplinary Actions

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STRATEGIES (Tech Memo #4)

Multidisciplinary Actions

Regional Coordination & Leadership

- Maintain a multidisciplinary regional transportation safety committee.
- Dedicate staff or consultant capacity to coordinate TSAP implementation.
- Monitor progress annually and update the TSAP every two to three years.

Safety Culture & Education

- Implement sustained, locally relevant safety messaging focused on priority behaviors.
- Expand outreach through neighborhoods, employers, schools, visitor organizations, and community groups.
- Promote attentive, sober, calm, and speed-appropriate travel.
- Provide youth, adult, e-bike, rules-of-the-road, and winter-driving education.
- Develop model safe-driving policies for employers and families.

Technology & Data

- Build an integrated safety data program using crash, speed, multimodal, and near-miss data.
- Use data to identify emerging safety risks.
- Pilot and evaluate traffic signal and safety technologies.

STRATEGIES (Tech Memo #4)

Multidisciplinary Actions

Enforcement & Emergency Response

- Use crash and citation data to target enforcement at high-risk locations and times.
- Continue coordinated enforcement of speeding, impairment, distraction, and seat-belt use.
- Evaluate and expand automated speed and red-light enforcement where appropriate.
- Improve emergency response and post-crash care through agency coordination and technology.
- Implement a comprehensive speed management program.

Impaired Driving Initiatives

- Support community coalitions and repeat DUI offender programs.
- Formalize rideshare locations and discount programs for bars and events.

Pedestrian, Bicycle & Motorcycle Safety

- Improve low-stress routes, crossings, and wayfinding for people walking and bicycling.
- Continue partnerships for education and outreach.
- Promote safe riding practices and gear for motorcyclists.

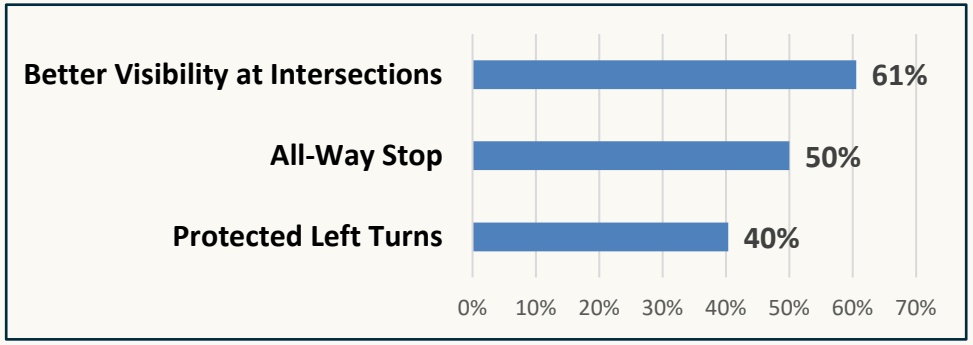
COMMUNITY ENGAGEMENT
PHASE 2

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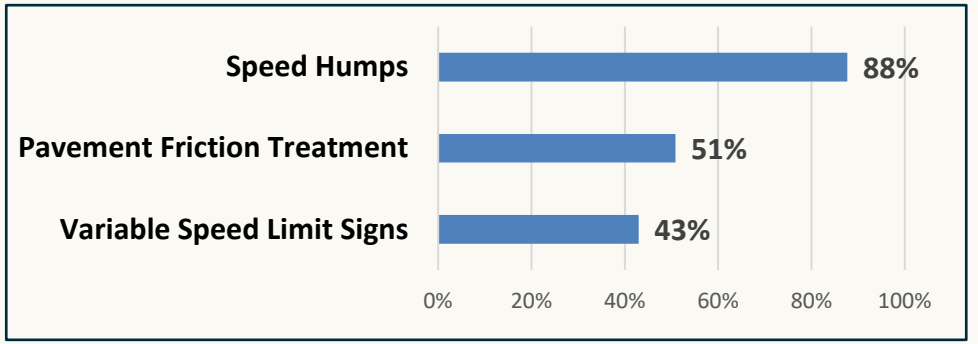
PHASE 2 PUBLIC ENGAGEMENT: RESULTS

- Online open house ran Oct. 13- Nov. 3; 114 participants

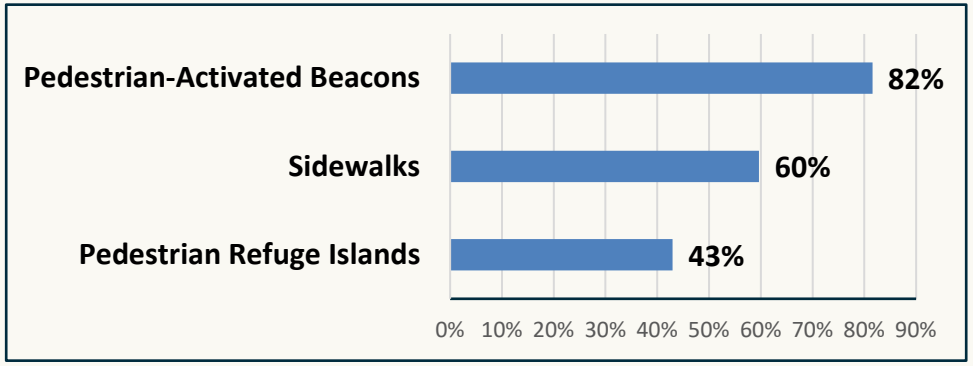
Top Selected Treatments for Intersection Safety (of 14)



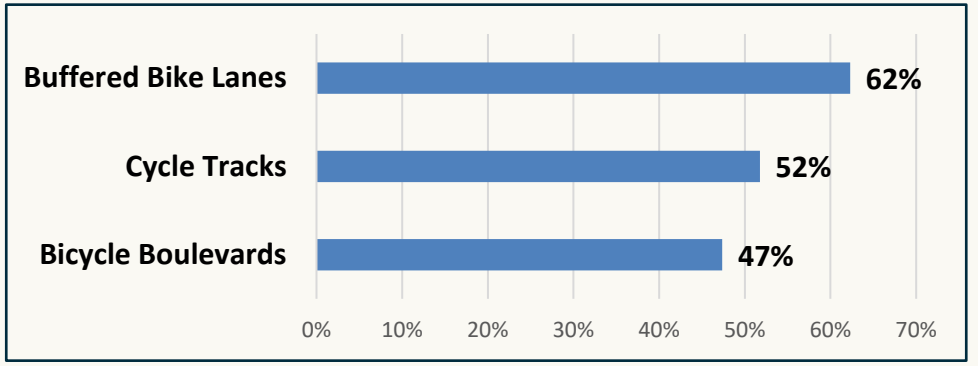
Top Selected Treatments for Reducing Speed (of 8)



Top Selected Treatments for Pedestrian Safety (of 6)



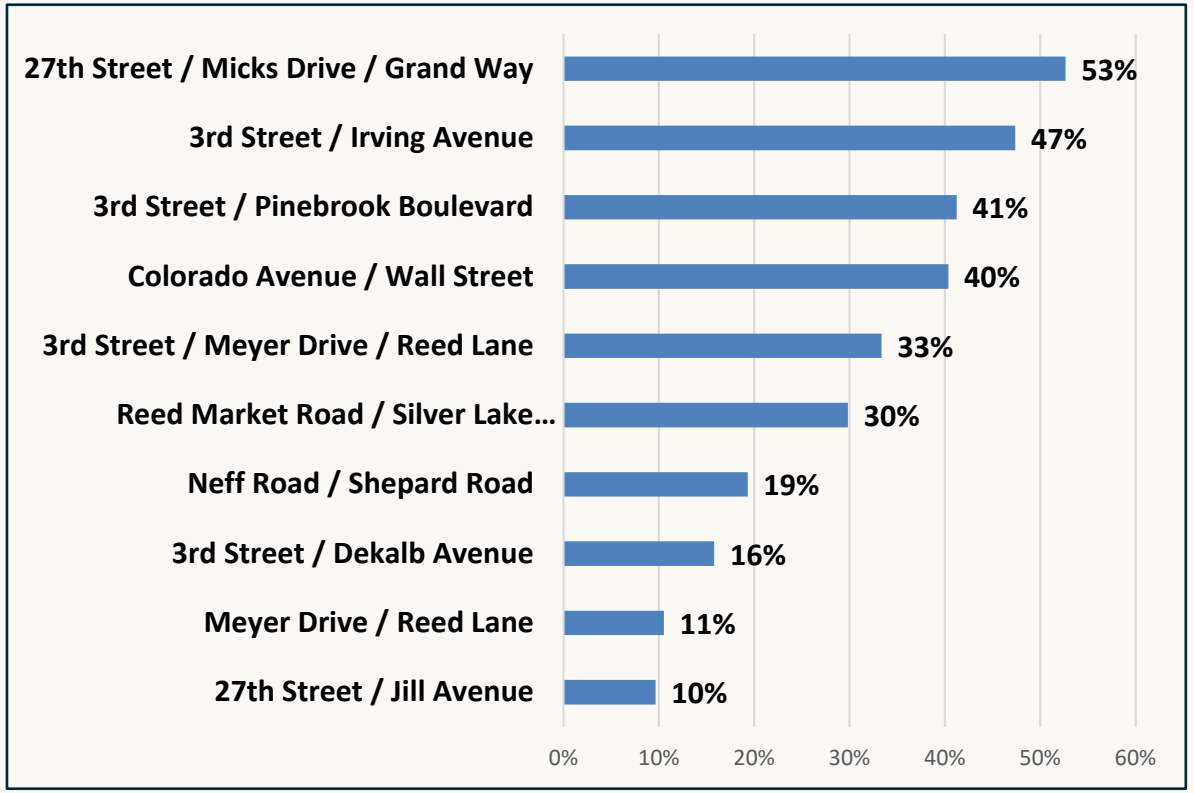
Top Selected Treatments for Bike Safety (of 8)



- *Most mentioned missing treatment option: Raised crossings*

PHASE 2 PUBLIC ENGAGEMENT: RESULTS

"Priority Locations" Selected by Participants
(asked to select 3 that they would like addressed first)



PERFORMANCE MEASURES
DISCUSSION

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PERFORMANCE MEASURES DISCUSSION

Intent: *Track progress toward the Bend MPO's goal of* ***eliminating fatal and serious injury crashes*** *from its transportation system.*

Focus: *Potential Emphasis Areas identified through crash analysis and community engagement*

- **Drivers Age 15-20**
- **Alcohol Impairment**
- **Alcohol and/or Drug Impairment**
- **Drivers Over Age 65**
- Crashes During Nighttime (dark/dawn/dusk)
- Roadway or Lane Departure
- Speed
- Motorcyclists
- Work Zones

PERFORMANCE MEASURES DISCUSSION

Potential Performance Measure	Count (2019-2023)
Fatal/Serious Injury Crashes	**202**
Fatal/Serious Injury Crashes Involving:	
Drivers Age 15-20	40
Alcohol Impairment	31
Alcohol and/or Drug Impairment	41
Drivers Over Age 65	61
Crashes During Nighttime (dark/dawn/dusk)	61
Roadway or Lane Departure	50
Speed	39
Motorcyclists	33
Work Zones	4
Bicyclists	13
Pedestrians	13
Intersections	120

Note: One crash may include multiple attributes (example: younger motorcyclist is in a speed-involved crash), and therefore, the sum of the crashes for the individual attributes exceeds the total quantity of fatal and serious injury crashes.

PERFORMANCE MEASURES DISCUSSION

TABLE 8. TSAP PERFORMANCE MEASURES

PERFORMANCE MEASURES	PERFORMANCE MEASURE REQUIRED BY NHTSA*	REQUIRED BY FHWA IN PERFORMANCE MEASURES FINAL RULE
1 FATALITIES	●	●
2 FATALITIES/100M VMT	●	●
3 SERIOUS INJURIES	●	●
4 SERIOUS INJURIES/ 100M VMT		●
5 NONMOTORIZED FATALITIES + SERIOUS INJURIES		●
SPECIAL RULES		
RURAL ROAD SAFETY		●
OLDER DRIVER + PEDESTRIAN SAFETY		●

*"Traffic Safety Performance Measures for State and Federal Agencies," National Highway Traffic Safety Administration, DOT HS 811 025, Washington, D.C., 2008.

TABLE 9. OREGON SAFETY PERFORMANCE TARGETS

PERFORMANCE MEASURES	2026 TSAP BASELINE PERIOD (2019-2023)	2027 FIRST YEAR TARGET PERIOD (2020-2024)
FATALITIES (1% REDUCTION)	558	552
FATALITY RATE PER 100M VMT (1% REDUCTION)	1.56	1.55
SERIOUS INJURIES (HOLD CONSTANT)	2,602	2,602
SERIOUS INJURY RATE PER 100M VMT (HOLD CONSTANT)	7.22	7.22
NONMOTORIZED FATALITIES AND SERIOUS INJURIES (HOLD CONSTANT)	315	315

Aligns with ODOT's newly-adopted TSAP Performance Measures #1, #3, and #5

PERFORMANCE MEASURES DISCUSSION

Others?

NEXT STEPS

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NEXT STEPS

1. Board comments on TM #4 due by **COB 12/4**
2. Project Team to finalize TM #4 and begin developing draft plan
3. TSAP Adoption (March 2027)

Comment Letter for Proposed Census Changes

Approval

Presenter: Tyler Deke

Proposed Census Changes

- The Census Bureau is proposing several changes to the decennial Census:
  1. Count only legal citizens toward Congressional apportionment
     - Concerns about obtaining a complete resident count for purposes of funding distribution and planning
  2. Add legal status question
     - Concerns about reduced participation from immigrants and mixed-status households
  3. Change usual residence from where a person lives "most of time" to where a person lives most of the time between January 3 and April 1 and is consistent with tax records
     - Concerns about obtaining accurate counts of seasonal residents, seasonal workers, and college students

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Proposed Census Changes (continued)

4. Eliminate race and ethnicity questions, and make most other demographic questions optional
   - Concerns about the loss of accurate demographic data
- Recommendations to Census Bureau from national organizations:
  - Evaluate state and substate impacts of proposed changes before implementing changes
  - Preserve consistent definitions and data continuity for planning and population-based requirements
  - Ensure continued availability and continuity of reliable small-area demographic data
  - Preserve the efficiencies and consistency of nationally coordinated Census data

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Proposed Census Changes – Action

- Staff worked with Policy Board Chair to develop comment letter
- Staff submitted letter October 26
- Comment period closed November 2
- Policy Board discussion

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Comment Letter for Bipartisan American Affordability and Jobs Act (BAAJA)

Presenter: Tyler Deke

BAAJA Overview

- US Senate Environment and Public Works Committee and Energy and Natural Resources Committees introduced BAAJA in late September
- Broad bill focused on reforming federal permitting processes for a range of infrastructure projects
- Impacts
  - Potentially faster project delivery
  - Greater emphasis on early coordination
  - Changes to environmental review requirements
  - Greater certainty following federal approval
  - Changes to water quality, endangered species, and historic permitting and reviews

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BAAJA Overview continued

- Draft BMPO response letter focused on the following areas

  Support

  - Streamlined review process for transportation projects that do not add highway capacity (e.g., safety, bike/ped, road and bridge preservation)
  - Enforcing federal review timelines
  - Project certainty to prevent future administrations from modifying or rescinding previously approved permits

  Request

  - Preserve city and county coordination and input
  - Preserve legal recourse actions for cities and counites
- Silent on other proposed permitting reform actions

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BAAJA – Action Requested

- **Bill status**
  - Senate: Approved by vote of 62-33 (11/19). Senators Merkley and Wyden voted "no".
  - House: Vote not set, but may occur during first 3 weeks of December

- **Action requested:** review and consider approval of the draft comment letter.
  - Recommended language for motion: *I move approval of the draft comment letter on the Bipartisan American Affordability and Jobs Act, [as presented / with the changes discussed].*

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Other Business

Presenter: Chair Méndez, BMPO Staff

Other Business

- Policy Board Members
  - Updates and information sharing
  - Future agenda topic requests
- BMPO Staff
  - Updates on projects/planning efforts
  - Upcoming agenda topics:
    - ODOT Carbon Reduction Program Grant Mobility Points Update (City)
    - State Highway Fund (SHF) & COVID Relief Programs: Project Status Updates (City, Commute Options, CET)

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Public Comment (Agenda)

Presenter: Chair Méndez, BMPO Staff

Public Comment (Agenda Items)

- Additional time for members of the public to provide comment.

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Next Meeting & Adjournment

Presenter: Chair Méndez

The next meeting of the BMPO Policy Board is scheduled for **December 18, 2026, at 12:00 p.m.**

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