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# MEETING MINUTES

## BMPO Policy Board

**Location:** Boardroom (City Hall, 1<sup>st</sup> Floor), 710 NW Wall Street, Bend, Oregon

**Date:** June 18, 2026

**Time:** 10:00 a.m.

**Prepared by:** ABC Transcription Services, LLC

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## In Attendance

- Voting Members
  - Chair Ariel "Ari" Méndez, City of Bend Councilor
  - Vice-Chair Mike Riley, City of Bend Councilor
  - Phil Chang, Deschutes County Commissioner
  - Emerald Shirley, ODOT Interim Central Oregon and Lower John Day Area Manager (arrived at 10:06 a.m.)
- Non-voting Members
  - Bob Townsend, Cascades East Transit (CET)
- Staff & Other Attendees
  - Tyler Deke, BMPO Manager
  - Andrea Napoli, BMPO Senior Planner
  - Kelli Kennedy, BMPO Program Coordinator
  - David Abbas, City of Bend
  - Chris Doty, Deschutes County
  - Greg Bryant, member of the public
  - Haven Costello, member of the public

## Agenda Items

1. Call to Order & Introductions
2. Hybrid Meeting Guidelines
3. Public Comment
4. Meeting Minutes
5. Year-End Promissory Note
6. Metropolitan Transportation Improvement Program (MTIP) Amendment



7. State Highway Fund (SHF) Program – Fiscal Years 2028 through 2030 (FY28-FY30)  
Allocations Revisit
8. Other Business
9. Public Comment
10. Next Meeting & Adjournment

## Notes

### 1. Call to Order & Introductions

Chair Méndez called the meeting to order at 10:03 a.m. with a quorum established.

### 2. Hybrid Meeting Guidelines

Tyler Deke reviewed the hybrid meeting guidelines.

### 3. Public Comment

There were no public comments.

### 4. Meeting Minutes

Materials referenced

- Attachment A: Draft Policy Board meeting minutes, May 15, 2026

**Motion 1:** Mike Riley moved approval of the draft May 15, 2026, Policy Board meeting minutes, as presented. Phil Chang seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Chang (Deschutes County), Riley (City of Bend). Nays: None.)

### 5. Year-End Promissory Note

Materials referenced

- Attachment B: Promissory Note for fiscal year 2026 (FY26) year-end loan from the City of Bend.

Tyler Deke requested that the Board approve a Promissory Note authorizing a loan from the City of Bend to prevent having a negative balance at fiscal year-end due to operating on a reimbursement basis. The loan would be repaid with grant funds received in July 2026. He clarified that the overnight loan may no longer be necessary after establishing the BMPO's Reserve Fund.

**Motion 2:** Mike Riley moved to authorize the Policy Board Chair to sign the Promissory Note to document the reimbursement practices of the City of Bend and BMPO and state law regarding year-to-year municipal budgets. Phil Chang seconded the motion which passed 4 to 0.



(Ayes: Méndez (City of Bend), Chang (Deschutes County), Shirley (ODOT), Riley (City of Bend). Nays: None.)

## 6. MTIP Amendment

Materials referenced

- Link to the [Transportation News Release](#) for the proposed amendment
- Link to the [BMPO MTIP webpage](#)

Kelli Kennedy presented an amendment to the MTIP which involved changing the project description for ODOT's Romaine Village Way to Lava Butte project to reflect the increased scope of constructing an additional 1.5 miles of multi-use path parallel to US97 from Knott Road to the High Desert Museum. No public comments were received. Emerald Shirley explained that the multi-use path project had been broken into two parts to allow ODOT time to work with Bend Parks and Recreation District (BPRD) regarding connections and easements near Knott Road and potential grant funding. ODOT had applied for a Federal Land Access Program (FLAP) grant for an undercrossing, but if the award was not approved, ODOT would make other crossing improvements.

**Motion 3:** Phil Chang moved approval of the proposed amendment to the 2024-2027 MTIP, as presented. Mike Riley seconded the motion which passed 4 to 0.

(Ayes: Méndez (City of Bend), Chang (Deschutes County), Shirley (ODOT), Riley (City of Bend). Nays: None.)

## 7. SHF Program – FY28-FY30 Allocations Revisit

Materials referenced

- Attachment C: Memo. Annual Allocations of FY28-FY30 SHF Awarded to the City of Bend Transportation and Mobility Department

Andrea Napoli reviewed the percentage of BMPO discretionary funds allocated to the City for street preservation in past years. The original motion awarding FY28-FY30 SHF funds had language about including safety-oriented enhancements, and the Board could potentially amend the motion to define a minimum percentage or a specific amount of funding to be used for safety improvements.

The Board briefly talked about the potential for changes to the 50/30/20 percent formula dividing SHF funds between state, county, and city entities; decreased buying power due to inflation; possibly advocating for more SHF funding for tourist cities to account for visitors; the third phase of Bend's transportation utility fee (TUF) being paused due to concerns about residents facing rising costs; and the opportunity provided by recent legislation allowing cities to keep a higher percentage of transient lodging tax (TLT).



David Abbas outlined the necessity of street preservation to maintain the transportation system for all users, as pavement condition index (PCI) would continue to decline if road treatments were delayed. Inflation was impacting all costs related to road work, and deferring maintenance to the future would cost significantly more. He described the benefits of self-performing work using City crews and outlined cost estimates for safety-oriented enhancements such as enhanced crossings, speed humps, permanent speed radars, and curb extensions. The local impact of reducing BMPO funding would be fewer lane miles receiving paving, chip-seal, or slurry-seal treatments.

Board members discussed the need for a consistent funding stream to address safety concerns, and whether to specify a funding percentage or leave it flexible to avoid turning away projects due to funding constraints. SHF recipients were required to report annually on the use of the funds, and the Board could modify the SHF funding requirements as needed with a simple motion. SHF recipients generally presented a detailed project plan, and in the future David Abbas could present a more detailed plan based on specific projects.

David Abbas confirmed SHF dollars would be used for street preservation work with a focus on greenways, key bicycle and pedestrian routes, the low stress network, and other safety-oriented enhancements, according to the wording from the previous motion. He agreed to meet with the Policy Board to prioritize and get pre-approval for potential projects near the end of each calendar year before street preservation planning begins for the next year, in addition to reporting the outcome of projects completed with SHFs.

Andrea Napoli suggested that the Board keep the original motion and Staff could work on adding language to the intergovernmental agreement (IGA) with the City to specify a general target of 20 percent to be spent on safety improvements and annual direction from the Board regarding the following year's work.

Board members agreed the meeting minutes should reflect that the funding target for safety projects was 20 percent, possibly spread over the three-year period, with projects for each upcoming construction year to be pre-approved by the Board, in addition to existing annual reporting requirements.

Board discussion topics included potentially adding Safe Routes to School to the focus on safety improvements; ideally keeping the PCI rating near 83 to achieve the lowest cost for ongoing road maintenance; doing everything possible to reduce the yearly number of people lost to transportation crashes in Bend; and maintaining a high PCI to increase safety for students walking or biking to school.



Andrea Napoli reviewed Greg Bryant's request to direct a portion of the SHF dollars to Deschutes River Woods (DRW) to create a special road district in DRW for 9 miles of unpaved local access roads, however Staff found that local access roads were not eligible for SHF dollars, nor could the funds be used for attorney fees to set up a special road district, which would also require a property owner vote.

Chris Doty explained DRW was eligible for County funding, and projects in DRW were included in the Deschutes County Transportation Safety Action Plan (TSAP), Transportation System Plan (TSP), and plans for maintenance. Local access roads were not improved to the County's standards and were not maintained by the County. Portions of DRW had voted to pass a local improvement district in the late 1990s or early 2000s, resulting in 22 miles of county road constructed in DRW, many of which would be slurry-sealed in upcoming weeks. Some property owners voted down the local improvement district, leaving 9 miles unpaved which could now only be established by creating a special road district due to the County's moratorium on bringing in additional roads. Special road districts could not be facilitated with SHF dollars, and would not receive maintenance from the County, but could be supported in other ways. Multiple special road districts would likely be needed due to contiguity requirements, as the 9 miles of unpaved road consisted of several separate segments. Property owners from multiple segments could potentially coordinate to contribute to their own road maintenance.

Chair Méndez noted the BMPO was ready to support improvements, but more work was needed to find out what that support would look like in this case.

## **8. Other Business**

Bend TSAP Update: Tyler Deke reported work on the TSAP was moving forward and the final Existing Conditions document would be posted on the Bend TSAP Update project website next week. The first round of public engagement through the online open house had been a resounding success, with over 1,000 surveys taken and over 900 map comments submitted. The Public Engagement Summary was posted on the Bend TSAP Update website, and a further update on public engagement would be presented to the Board at the next meeting.

Federal transportation legislation update: Tyler Deke stated a subcommittee of the House of Representatives had moved forward the BUILD America 250 Act, but due to being an election year, a new multi-year federal transportation bill was not likely to be finalized until next spring.

ODOT's Deschutes Triangle Active Transportation Plan: Tyler Deke received a request for the BMPO to submit a letter of support for ODOT's Deschutes Triangle Active Transportation Plan project. Staff would return to the Board with a draft support letter.



ODOT TSAP Update: Tyler Deke stated ODOT's draft TSAP had been posted this week for public review and comment. The Board would receive an update on ODOT's TSAP at the July Board meeting, and the Board could potentially submit comments on the draft document.

## 9. Public Comment

Greg Bryant stated he had a lot of work to do with all the special districts he was trying to set up.

## 10. Next Meeting & Adjournment

The next meeting of the BMPO Policy Board is scheduled for July 17, 2026, at 12:00 p.m.

Chair Méndez adjourned the meeting at 11:25 a.m.



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