

Agenda

BMPO Policy Board

April 18, 2025

Hybrid Meeting

Location

Baney Conference Room (ODOT Region 4 Headquarters, Building M)
63055 N Highway 97, Bend, Oregon

Zoom webinar

Webinar ID: 818 6157 0396
Passcode: bmpo
Phone: 1-888-788-0099

YouTube livestream

12:00 p.m. Policy Board Meeting

Start Time	Item	Information	Presenters
12:00	1. Call to Order & Introductions		Chair Méndez
12:04	2. Hybrid Meeting Guidelines		Tyler Deke, BMPO
12:06	3. Public Comment		Chair
12:10	4. Meeting Minutes	<p>Attachments/Links Attachment A: Policy Board draft meeting minutes for March 21, 2025.</p> <p>Action Requested Review and approve the draft meeting minutes. Recommended language for motion: <i>I move approval of the March 21, 2025, Policy Board draft meeting minutes, as presented.</i></p>	Chair
12:12	5. Fiscal Years 2026-2027 (FY26-FY27) Unified Planning Work Program	<p>Background The UPWP outlines all planning activities to be undertaken in the BMPO area each fiscal year. This draft UPWP covers two fiscal years and will be reviewed and updated in spring 2026. Oregon</p>	Tyler Deke Andrea Napoli, BMPO

	(UPWP) – Adoption	<p>Department of Transportation (ODOT), Federal Highway Administration, Federal Transit Administration, the BMPO Policy Board, and the BMPO Technical Advisory Committee have reviewed the draft FY26-FY27 UPWP. Staff will present the draft UPWP and significant comments received.</p> <p>Attachments/Links</p> <p>Attachment B: Resolution 2025-03 to adopt the FY26-FY27 UPWP.</p> <p>Link to the BMPO Work Plan & Budget webpage for access to the draft FY26-FY27 UPWP.</p> <p>Action Requested</p> <p>Review and consider adoption of the draft FY26 and FY27 UPWP (via Resolution 2025-02).</p> <p>Recommended language for motion: <i>I move to adopt the Unified Planning Work Program for fiscal years 2026 and 2027 by way of Resolution 2025-02.</i></p>	
12:25	6. FY26 BMPO Budget – Public Hearing & Adoption	<p>Background</p> <p>A public meeting of the BMPO Budget Committee was held on March 26, 2025. The committee approved the FY26 Budget and recommended it for Policy Board adoption. The board will hold a public hearing to review the approved budget, receive comment, and adopt the approved FY26 Budget.</p> <p>Attachments/Links</p> <p>Attachment C: Resolution 2025-03 to adopt the FY26 Budget.</p> <p>Link to the BMPO Work Plan & Budget webpage for access to the approved FY26 Budget.</p> <p>Action Requested</p> <p>Hold public hearing and receive public comment. Review and consider approval of the FY26 Budget (via Resolution 2025-03).</p> <p>Recommended Language for Motion: <i>I move approval of the fiscal year 2026 Budget by way of Resolution 2025-03.</i></p>	Tyler Deke
12:35	7. 2024-2027 Metropolitan	<p>Background</p>	Kelli Kennedy, BMPO

	Transportation Improvement Program (MTIP) – Amendments	<p>Three amendments to the 2024-2027 MTIP are proposed. The amendments, which are to cancel (remove) duplicate transit projects, were noticed on the News from the City of Bend webpage and via email notification to media and BMPO interest groups. Any comments received will be discussed.</p> <p>Attachments/Links</p> <p>Attachment D: Public notice with summary of the proposed amendments.</p> <p>Action Requested</p> <p>Review and consider approval of the proposed amendments.</p> <p>Recommended language for motion: <i>I move approval of the proposed amendments to the 2024-2027 MTIP as presented.</i></p>	
12:45	8. State Highway Fund (SHF) Program – Funding Distribution	<p>Background</p> <p>Continued item from the March 21, 2025, Policy Board meeting to approve distribution of BMPO's FY28-FY30 SHF allocations.</p> <p>Attachments/Links</p> <p>Attachment E: Distribution of BMPO's FY28-FY30 State Highway Funds Memo.</p> <p>Action Requested</p> <p>Approve distribution of remaining estimated annual SHF funding allocations for FY28-FY30.</p> <p>Recommended language for motion: <i>I move approval of distribution of the BMPO's FY28-FY30 SHF annual allocations, as follows...</i></p>	Andrea Napoli
1:10	9. BMPO Establishment Intergovernmental Agreement (IGA)	<p>Background</p> <p>The Board initiated a review of the BMPO Establishment IGA and BMPO Policy Board Bylaws at the October 18, 2024, Policy Board meeting. Staff will present proposed updates to the IGA.</p> <p>Attachments/Links</p> <p>Attachment F: Existing BMPO Establishment IGA.</p> <p>Attachment G: Proposed Amendment to BMPO Establishment IGA.</p> <p>Action Requested</p> <p>Review and approve the proposed IGA edits and provide direction to staff regarding initiation of the IGA amendment process.</p>	Tyler Deke

		Recommended language for motion: <i>I move approval of the proposed updates to the BMPO establishment IGA and direct staff to initiate the IGA amendment process.</i>	
1:20	10. Extra Planning (PL) Funding	<p>Background</p> <p>Federal Metropolitan Planning (PL) funds are one of the primary MPO funding sources. In Oregon, a percentage of PL funds are dedicated to administrative support for the Oregon MPO Consortium (OMPOC). A balance of unspent funding has accrued over the past few years. Staff will discuss potential uses of the funding.</p> <p>Attachments/Links</p> <p>Attachment H: Unused Metropolitan Planning Funding Memo.</p> <p>Link to the OMPOC website.</p> <p>Action Requested</p> <p>Review and discuss options and provide direction to staff.</p>	Tyler Deke
1:30	11. 2025 State Legislative Session Update	<p>Background</p> <p>The Oregon State Legislature is in session. Staff will provide an update on the transportation funding framework.</p> <p>Attachments/Links</p> <p>Attachment I: Joint Committee on Transportation funding framework press release.</p> <p>Attachment J: Oregon Transportation Re-Investment Package (TRIP) 2025 – Starting Point.</p> <p>Action Requested</p> <p>Discuss draft transportation funding framework and possible MPO comment.</p>	Tyler Deke
1:40	12. Federal Update and BMPO Document Updates	<p>Background</p> <p>Staff will provide an overview of federal administration and USDOT changes and potential local impacts.</p> <p>Attachments/Links</p> <p>None.</p> <p>Action Requested</p> <p>None. Information item.</p>	Tyler Deke
1:45	13. Other Business	Member Updates/Requests	Chair & Staff

	<p>Time for board members to provide updates on current projects and planning efforts and request future meeting topics.</p> <p>Staff Updates</p> <ul style="list-style-type: none"> • Bend Transportation Safety Action Plan (TSAP) Update – status • Committees – Resident Member Recruitment <ul style="list-style-type: none"> ◦ Application period: April 15-May 15. ◦ 2 Budget Committee vacancies. Term: 7/1/2025-6/30/2028. ◦ 1 Technical Advisory Committee (TAC) vacancy. Term: 10/1/2025-6/30/2028. <p>Upcoming Meetings</p> <ul style="list-style-type: none"> • BMPO Policy Board, next meeting scheduled for: May 16, 2025, at 12:00 p.m. 	
1:58	14. Public Comment	Chair
2:00	15. Adjourn	Chair



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Meeting Minutes

BMPO Policy Board Meeting

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

Date: March 21, 2025

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Members

1. Chair Ariel "Ari" Méndez, Bend City Councilor
2. Vice Chair Phil Chang, Deschutes County Commissioner
3. Mike Riley, Bend City Councilor
4. Omar Ahmed, Oregon Department of Transportation (ODOT) Central Oregon and Lower John Day Area Manager

BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Andrea Napoli, BMPO Senior Planner
3. Kelli Kennedy, BMPO Program Coordinator
4. David Abbas, City of Bend Transportation Mobility Director
5. David Amiton, ODOT Region 4 Planning Manager
6. Greg Bryant, BMPO Technical Advisory Committee, Deschutes River Woods resident
7. Chris Doty, Deschutes County Road Department

Notes

1. Call to Order and Introductions

Chair Méndez called the meeting to order at 12:06 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the hybrid meeting guidelines.

3. Public Comment

Chair Méndez called for public comment. There was none.

4. Meeting Minutes

Materials referenced: February 21, 2025, BMPO Policy Board draft meeting minutes (Attachment A in agenda packet).

Motion 1: Mike Riley moved approval of the February 21, 2025, Policy Board draft meeting minutes as presented. Phil Chang seconded the motion which passed 3 to 0.
(Ayes: Méndez (City of Bend), Chang (Deschutes County), Ahmed (ODOT), Riley (City of Bend).
Nays: None. Abstain: None.)

5. BMPO Reserves and Earned Interest

Manager Deke provided an overview about earned interest, primarily received from accounts holding COVID funds. The Policy Board was asked to discuss how to allocate the available earned interest funds. He discussed the progress toward establishing an Operational Reserve and the potential to create new reserves to award to competitive projects; funding consultant support for future planning projects; and providing backup funds in the case of disrupted federal funding.

Staff addressed questions about accounting for earned interest in the budget; an example scenario with potential yearly contributions to the Operational, Awarded Projects, and Major Planning Projects Reserves; possibly using the Awarded Projects Reserve to fund unexpected costs on small projects; developers planning contingency funding for project cost increases; aligning language about finances with best practices; allocating funds to the Reserve as a part of the fiscal years 2028 – 2030 State Highway Funds (SHF) distribution; and the restrictions on federal dollars received by the MPO versus the flexibility of SHFs.

6. State Highway Fund (SHF) Program Distribution of FY28-FY30 Funds

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

Senior Planner Napoli stated the Policy Board would be determining the distribution of the Fiscal Year (FY) 2028 – 2030 SHFs, estimated to total between \$1.38 million and \$1.4 million. She reviewed the previous BMPO discretionary funds distribution for FY2025 – FY2027.

Questions from the Board were addressed regarding the shift from federal Surface Transportation Block Grant (STBG) dollars to State funding, eliminating the 10 percent loss to exchange federal funding and offsetting the reduction in total funding received.

Board discussion continued about the potential vulnerability of SHF dollars and ODOTs language allowing agreements to be terminated “for convenience.” Unforeseen risks could potentially put funding in jeopardy, though if STBGs stopped at the State level, it would take time to change State law to reduce the allocations or change the distribution formulas.

David Abbas, Transportation Mobility Director, reviewed funding sources and the proposed budget for Street Preservation, noting the MPO is a key resource in improving the Bend pavement condition index (PCI). He described street-related programs and the option to focus Street Preservation funding toward the low-stress network, neighborhood greenways, and key bicycle and pedestrian routes. He addressed clarifying questions and confirmed reduced funding would lower the PCI, seal treatments would save money on road repairs over time. Senior Planner Napoli continued, providing an overview of current SHF recipients, as well as the BMPO project application process and criteria. Finance Staff's update, which was not included in the agenda packet, regarded an increase in the estimated cost for BMPO Planning for

consultant assistance or contributions to area planning work. The \$80,000 approved previously for Reserves could not be used as the estimated yearly cost of consultant assistance in 2028 – 2030 had increased to \$115,000. She shared three funding scenario tables and acknowledged a typological error in Scenario 3 where the amount for BMPO Reserves should be \$115,000, not \$110,000. (Slides 34 – 35)

Questions from the Board were addressed regarding using BMPO discretionary funds for staffing and hiring consultants; the plan to use Reserve funds for future consulting needs; addressing funding distribution now to stay on the MPO's project application process schedule; the FY2028 – 2030 SHF funding distribution being a related, but separate, decision from the FY2026 BMPO Budget approval; and demand for Street Preservation funds to be reduced or eliminated when the City reaches Transportation Utility Fee (TUF) Phase 3 or secures other funding.

Support was expressed for the City being responsibility to find Street Preservation funding and the MPO using the SHF funds to promote safety-oriented programming such as the Neighborhood Street Safety Program.

The Board consented to support the presented funding amounts for the Project Application Process, Staffing, and Reserves line items of Scenario 1 and return to decide how to allocate the remaining funds.

Motion 2: Phil Chang moved partial approval of Scenario 1, keeping the Project Application Process, Staffing, and Reserves lines as presented and come back to discuss how the remaining amount will be used. Mike Riley seconded the motion which passed 3 to 0.
(Ayes: Méndez (City of Bend), Chang (Deschutes County), Ahmed (ODOT), Riley (City of Bend).
Nays: None. Abstain: None.)

7. US97 North Corridor Overview

Materials referenced: The agenda packet included a link to the **US97 Bend North Corridor website**.

Omar Ahmed provided an overview of the completed US97 Bend North Corridor project timeline, funding sources, and project goals. The project realigned a section of US97, improved roundabouts near US20, and upgraded bicycle and pedestrian facilities on both roads. The project stayed within the budget and was completed early using a compressed design-build schedule. Before and after project pictures were displayed.

The Board consented to skip Agenda Items 9 and 10 due to time..

8. Annual Obligation Report

Materials referenced: The agenda packet included a link to the **FFY24 Annual Obligation Report**.

Kelli Kennedy presented the Federal Fiscal Year (FFY) 2024 Annual Obligation Report, which included Federal Highway Administration (FHWA) projects totaling \$21.2 million. She detailed funding sources and projects that received funding, noting more information was available online at the link above.

Manager Deke described the current complexity between awarding and obligating funding to projects, noting the FHWA obligations were currently paused.

The Board addressed Agenda Item 11 at this time.

9. 2025 State Legislative Session Update

This item was not addressed due to time constraints.

10. Federal Update and BMPO Document Updates

This item was not addressed due to time constraints.

11. Other Business

This agenda item was addressed directly following Agenda Item 8.

Policy Board member agenda item requests:

The Policy Board would return to discuss the FY2028 – 2030 SHF funding distribution, the skipped 2025 State Legislative Update, Federal Update, and BMPO Document Update.

The Policy Board would next meet on April 18th at 12:00 p.m. and the BMPO Budget Committee would meet March 26, 2025 at 12:30 p.m.

David Abbas stated preferred to continue receiving Street Preservation funds from the MPO as currently allocated in the funding distribution until Phase 3 of the TUF was underway. He agreed to return with more examples of how Street Preservation dollars were used and more information on the Neighborhood Streets Safety Program.

12. Public Comment

Chair Méndez called for public comment. There was none.

13. Adjourn

Chair Méndez adjourned the meeting at 1:47 p.m.



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Resolution 2025-02

Bend Metropolitan Planning Organization (BMPO) Policy Board

For the purpose of adopting the BMPO Unified Planning Work Program (UPWP) for fiscal years 2026 and 2027.

WHEREAS, the U.S. Department of Commerce, Bureau of Census has declared that the City of Bend and the adjoining areas in Deschutes County form an Urbanized Area, named the Bend Urbanized Area; and

WHEREAS, the U.S. Department of Transportation and the Oregon Department of Transportation (ODOT) have designated representatives of the said areas, together with a representative of ODOT, as the BMPO to conduct the Metropolitan Transportation Planning Process; and

WHEREAS, the BMPO must prepare an annual or biennial UPWP that identifies program activities and expenditures; and

WHEREAS, the BMPO Policy Board did review and hold a public comment period on the UPWP for fiscal years 2026 and 2027.

NOW, THEREFORE, BE IT RESOLVED, that the BMPO Policy Board approves and adopts the UPWP for fiscal years 2026 and 2027.

Adopted by the BMPO the 18th of April 2025.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 18th of April 2025

Ariel Méndez, BMPO Chair

Witness:

Tyler Deke, BMPO Manager

Resolution 2025-03

Bend Metropolitan Planning Organization (BMPO) Policy Board

A RESOLUTION ADOPTING THE BUDGET FOR THE FISCAL YEAR 2025-2026 (FY26)

THE BEND METROPOLITAN PLANNING ORGANIZATION DOES RESOLVE AS FOLLOWS:

To adopt the fiscal year 2025-2026 budget as approved by the BMPO Budget Committee pursuant to ORS 294.900 to 294.930, and;

That the amount for the fiscal year beginning July 1, 2025, for the purpose shown below, is hereby appropriated as follows:

Bend Metropolitan Planning Organization (BMPO) Fund	
BMPO Program	\$ 960,900
COVID Relief Program	50,000
SHF Program	1,085,500
Total Program	\$ 2,096,400
Loan Repayment	100,000
Contingency	100,000
Reserves	295,000
Total Requirements	\$ 2,591,400

Adopted by the BMPO the 18th of April 2025.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 18th of April 2025

Ariel Méndez, BMPO Chair

Witness:

Tyler Deke, BMPO Manager

Select Language Powered by  Translate

News from the City of Bend

BMPO Transportation Project Amendments - Public Comment Period

Post Date: 03/27/2025 2:30 PM

News Release

For Immediate Release

March 27, 2025

BMPO Notice of Metropolitan Transportation Improvement Program (MTIP) Amendments

21-Day Public Comment Period Open Until April 17, 2025

The [**Bend Metropolitan Planning Organization \(BMPO\) Policy Board**](#) will consider approval of three amendments to the 2024-2027 MTIP at their next meeting, on April 18, 2025, at 12:00 p.m. Public comments can be submitted via email for the next three weeks to kkennedy@bendoregon.gov, or during Public Comment at the hybrid (in-person/online) BMPO Policy Board meeting.

In-person meeting information, including a Zoom link to attend online, will be posted to the [**BMPO Policy Board webpage**](#) one week prior to the meeting date.

Summary of Amendments

PROJECT NUMBER	PROJECT NAME & DESCRIPTION	PREVIOUS PROJECT TOTAL	CHANGES
23001	Enhanced Mobility E&D (5310) - Deschutes County FY25. Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$677,928	Cancel project, duplicate of project key 23720.

PROJECT NUMBER	PROJECT NAME & DESCRIPTION	PREVIOUS PROJECT TOTAL	CHANGES
23018	Enhanced Mobility E&D (5310) - Deschutes County FY26. Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$677,928	Cancel project, duplicate of project key 23782.
23030	Enhanced Mobility E&D (5310) - Deschutes County FY27. Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$677,928	Cancel project, duplicate of project key 23794.

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**BMPO** Bend Metropolitan Planning Organization

MEMO

To: BMPO Policy Board

From: Andrea Napoli

Date: 4/11/2025

Re: Distribution of BMPO's FY28-FY30 State Highway Funds

Topic

At the March 21st Policy Board meeting, the Board approved a portion of the FY28-FY30 funds for distribution and had requested more information be provided at the April meeting to then make a final decision on the remaining amounts. Approval applies to estimated annual allocations for fiscal years 2028-2030 (FY28-FY30). There are a number of competing needs for use of these funds, and it is the discretion of the Policy Board to decide how they are distributed.

SHF Annual Allocations to BMPO

The BMPO expects to receive approximately \$1,379,000-\$1,400,000 in SHF revenue per fiscal year for the foreseeable future. Table 2, below, shows expected amounts for the subject funding cycle (FY28-FY30).

Table 1: Total Anticipated SHF Annual Allocations to BMPO for Next Funding Cycle (FY28-FY30)

BMPO SHF Allocations (FY28-FY30 Funding Cycle)	FY28	FY29	FY30
SHF Allocation (Estimated)	~\$1.38 - \$1.4M	~\$1.38 - \$1.4M	~\$1.38 - \$1.4M

Recent and Pending Distribution Approvals

Table 3, below, shows the recent and pending funding distribution decisions.

Table 2: Recent and Pending Funding Distribution Decisions for FY28-FY30 SHF

Distribution Category	Annual Funding Amount	% SHF Annual Allocation (rounded)
City of Bend Street Preservation, or Other	\$ 581,570	42%
BMPO Project Application Process	\$ 313,250	23%
BMPO Staffing	\$ 370,000	27%
BMPO Reserves (consulting, only)	\$ 115,000	8%
TOTAL BMPO Annual SHF Allocation (Estimated)	\$ 1,380,000	

Pending decision at April 18th Policy Board meeting

Approved, March 21st Policy Board meeting

The Policy Board had requested more information be provided at the April 18th meeting on the Neighborhood Streets Safety Program (NSSP), the Low Stress Network, and the Street Preservation Program prior to deciding on the distribution of the \$581,570 annual amount for FY28-FY30 shown highlighted above in Table 3. This additional information will be provided at the meeting.

Requested Action

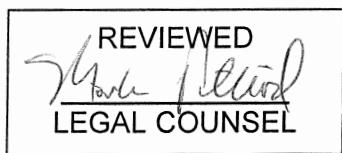
Approve distribution of remaining estimated annual SHF funding allocations for FY28-FY30.

Recommended Language for Motion: "I move approval of distribution of the BMPO's FY28-FY30 SHF annual allocations, as follows..."

Next Steps

Table 3: SHF Program Schedule, 2025

Month	Topic	Assignment
March/April	SHF Distribution	TAC guidance Policy Board decision
April/May	Notification of upcoming funding opportunity to eligible entities; Update draft application materials	Staff
June	Application criteria update	TAC recommendation Policy Board decision
July	Finalize application materials	Staff
August	Post all application materials; reminder at TAC mtg; notification reminder to all eligible entities	Staff
September	Project application window opens (9/1); reminder at TAC & PB meetings	Staff
October	Project application window closes (10/1); Project presentations to TAC	TAC Applicants
November	Project evaluation & funding recommendation	TAC
November	Project presentations to PB and awards	Policy Board Applicants
December	Reserve additional agenda time, if needed	Policy Board



For Recording Stamp Only

AMENDMENT TO INTERGOVERNMENTAL COOPERATIVE AGREEMENT ESTABLISHING THE BEND METROPOLITAN PLANNING ORGANIZATION

That certain agreement, INTERGOVERNMENTAL COOPERATIVE AGREEMENT ESTABLISHING THE BEND METROPOLITAN PLANNING ORGANIZATION made and entered into as of December 16, 2002 by and between the City of Bend ("City"), Deschutes County ("County"), and the State of Oregon, acting by and through its Department of Transportation ("ODOT"), is hereby amended, effective upon signing by all parties.

The above listed agreement is amended, and replaced in its entirety with the following:

1. Introduction

Based on the results of the US 2000 Census, the Bend Urbanized Area has exceeded 50,000 in population. Federal regulations (23CFR part 450) requires that an MPO be designated for the area to conduct a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. 23CFR part 450 also allows ODOT to be a voting member of any policy boards created under the rules of 23CFR part 450. The plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and freight.

ORS 190.110 and 283.110, allow state agencies to enter into cooperative agreements with units of local government or other state agencies for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.

ORS 190.010 allows units of local government to join together to form intergovernmental entities, and enter into cooperative agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.

Pursuant to these statutes and regulations, an intergovernmental entity is hereby created by City and County by way of this agreement, to be called the Bend

Metropolitan Planning Organization (“BMPO”) located at 710 NW Wall Street, Bend, Oregon 97701. This agreement shall be governed and construed in accordance with the laws of the State of Oregon.

2. Purpose

- 2.1 The purpose of the BMPO is to carry out planning, coordination and integration of activities necessary to maintain a comprehensive, cooperative, and continuing multi-agency transportation planning program; and further, as specified by the Policy Board of the BMPO, carry out other related specific tasks including implementation thereof.
- 2.2 The BMPO will establish a setting in which to undertake effective decision-making processes regarding transportation in the metropolitan area of Bend; evaluate transportation alternatives that are realistic and scaled to address the needs of the metropolitan area; develop and maintain a long range transportation plan for the metropolitan area which covers a 20 year planning horizon; and develop a Transportation Improvement Program (“TIP”) to establish how transportation funding will be used for regional transportation purposes to address the modernization, operation and maintenance of transportation facilities and services needs within the BMPO
- 2.3 The BMPO shall promote public participation in the decision making process through public meetings. The BMPO shall exercise leadership and initiative in planning and assisting development of efficient, integrated transportation system facilities and services in the Bend metropolitan area.
- 2.4 The area within the BMPO includes the urban area as defined by the 2000 U.S. census plus all area within the Urban Growth Boundary (UGB) and other additional areas that may be annexed to accommodate expected growth and anticipated development for the next twenty years. The areas included outside of the Urban Growth Boundary can be described as Deschutes River Woods to the South, the Woodside Ranch area, and areas East and North of the UGB as indicated in Appendix A (map). Based upon the 2000 census count, this area qualifies as a U.S. Census designated Urban Area.

3. Governing Body of BMPO

- 3.1 The BMPO Policy Board shall be the governing body of BMPO and shall consist of representatives appointed by each governing body of each party to this Intergovernmental Agreement as required by 23USC135
- 3.2 The Policy Board shall adopt bylaws to govern the Policy Board membership, terms of office, and other operating details of the BMPO.
 - 3.2.1 The adopted bylaws shall be attached to this Agreement. Prior to any amendment or repeal of the bylaws, the Policy Board shall give

- a 30 day written notice to all parties to this Agreement with a copy of the draft amendments.
- 3.2.2 If any party to this Agreement objects in writing to the proposed amendments within the 30 day notice period, the amendments will not become effective. Rather, the Policy Board will consider the objections and propose revised bylaw amendments utilizing the procedure outlined in Paragraph 3.2.1.
- 3.2.3 If no party to this Agreement objects to the proposed bylaw amendments pursuant to Paragraph 3.2.2, the Policy Board may adopt the amended bylaws by a unanimous vote.
- 3.2.4 Amended bylaws will be attached to this Agreement for reference.

4. Powers and Responsibilities of BMPO

- 4.1 The BMPO Policy Board is responsible for all actions, agreements, and functions to be carried out by the Bend Metropolitan Planning Organization. To this end, the BMPO may:
 - 4.1.1 Serve in a review capacity to insure that all federal and state assisted development projects are consistent with integrated regional transportation plans and programs;
 - 4.1.2 Accept contributions and grants-in-aid;
 - 4.1.3 Contract with the Federal Government for planning assistance and other transportation-related planning projects, products, and services;
 - 4.1.4 Contract for the provision and receipt of planning or associated products or services;
 - 4.1.5 Administer grants, Planning Funds (Federal Highway Administration "FHWA" funds) and Federal Transit Administration "FTA" funds;
 - 4.1.6 Own property, facilities and equipment;
 - 4.1.7 Incur debt, subject to Oregon Constitution Article II, Sections 9 and 10;
 - 4.1.8 Issue bonds;
 - 4.1.9 Maintain financial records, supporting documentation for financial records and records relating to procurement and management of contracts for implementation of its work plan shall be kept in compliance with applicable state and federal requirements;

- 4.1.10 Take such other and further actions as are reasonably necessary to carry out its responsibilities.
- 4.2 The BMPO is responsible for development of the following essential products:
 - 4.2.1 Regional Transportation Plan;
 - 4.2.2 Unified Planning Work Program ("UPWP") and Annual Budget;
 - 4.2.3 Transportation Improvement Program ("TIP") the program that establishes a blueprint for the use of transportation resources to meet the capital and operating needs of the BMPO;
 - 4.2.4 Annual audit of BMPO activities; and
 - 4.2.5 Other products deemed essential may be authorized by the Policy Board as specified in the UPWP.

5. BMPO Finances

- 5.1 The fiscal year for the BMPO shall commence on July 1 of each year. BMPO shall comply with ORS 294.900-294.930
- 5.2 The BMPO shall have the power to receive funds from any public or private source including, but not limited to, the federal, state and local governments, voluntary associations, non-profit corporations, firms, partnerships, or person or any combination thereof, bequests, donations, devices, grants and gifts of all kinds of property.
- 5.3 The BMPO Policy Board Chair shall call for an annual audit of the financial affairs of the BMPO to be made by a certified public accountant selected by the members of the BMPO Policy Board at the end of each federal fiscal year. The audit is a public record, and shall be made available to all BMPO Parties.

6. BMPO Staff

- 6.1 The BMPO will remain a separate entity from the City and County, and any Party, with a separate budget, its own governing board and separate operating principles as outlined in this IGA.
- 6.2 The BMPO may contract for support staff or hire staff as necessary, including legal counsel. The BMPO staff consists of a Manager and supporting staff personnel. The Manager of the BMPO shall report directly to and take direction from the BMPO Policy Board. Supporting staff personnel shall report directly to and take direction from the Manager.

- 6.3 The BMPO Policy Board will be responsible for maintaining an agreement with a local entity for staffing of the MPO. The agreement must include a description of how autonomy will be retained, including descriptions of where the agency will be housed, who will staff the agency, and whether there will be any overlap with Parties regarding employee responsibilities.
- 6.4 BMPO member units may donate personnel to serve as staff to the BMPO, subject to the provisions of Section 8.

7. No Joint and Several Liability

- 7.1 Parties are *not* jointly and severally liable with other parties for any tort (as defined by ORS 30.260(8)) committed by an elected or appointed official, employee or agent of such party acting in connection with this agreement, nor in connection with the BMPO.
- 7.2 Nothing in this agreement shall be construed to increase tort liability that Party would otherwise have under Oregon Law.
- 7.3 Obligations of BMPO arising from contract or quasi contract shall be the obligations of BMPO alone, and parties are *not* jointly and severally liable for such obligations, unless one or more of the parties agree, in writing, to individually guarantee performance of a specific obligation.

8. Employment Liabilities.

Each Party shall be responsible for any and all claims arising from its respective employer/employee relationships with respect to any donated employee of the Party during any time that the employee of the Party is working on BMPO matters. For the purpose of this agreement, elected and appointed public officials are included in the employer/employee relationship. Examples of the employer/employee relationship include selection, termination, discipline, benefits and equal employment opportunity issues. Each Party shall provide its own Workers' Compensation coverage as provided by law with respect to any employee of the Party during any time that the employee of the Party is working on BMPO matters.

9. Effectiveness, Duration, Termination and Withdrawal

- 9.1 This agreement and the formation of BMPO shall be effective upon signature of this agreement by the City and County, and upon approval of the agreement by the Oregon Transportation Commission for ODOT, and upon designation of the BMPO by the Governor of Oregon.
- 9.2 This agreement shall be perpetual unless terminated by agreement of all Parties hereto.

On November 14, 2002, the Oregon Transportation Commission approved this agreement. At that time, the Commission authorized the Deputy Director, Transportation Development Division to execute this agreement.

IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

Dated: 11/10/09

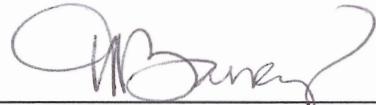
CITY OF BEND

By: Kathie Eckman

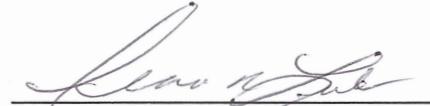
Title: Kathie Eckman, Mayor

Dated this 28th of October, 2009

BOARD OF COUNTY COMMISSIONERS



TAMMY BANEY, CHAIR



DENNIS R. LUKE, VICE-CHAIR



ALAN UNGER, COMMISSIONER

ATTEST:



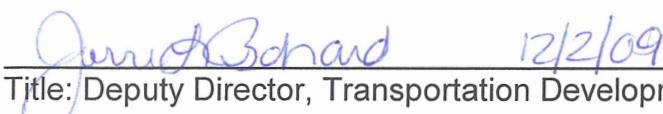
Recording Secretary

For Recommended Approval:


By: Robert Bryant 11-20-09

Title: Robert Bryant, ODOT Region 4

STATE OF OREGON,
By and through its Department of Transportation


Title: Deputy Director, Transportation Development

Approved for ODOT for Legal Sufficiency


By: Dale K. Johnson
Assistant Attorney General

REVIEWED

LEGAL COUNSEL

For Recording Stamp Only

**AMENDMENT TO INTERGOVERNMENTAL COOPERATIVE AGREEMENT
ESTABLISHING THE BEND METROPOLITAN PLANNING ORGANIZATION**

That certain agreement, INTERGOVERNMENTAL COOPERATIVE AGREEMENT ESTABLISHING THE BEND METROPOLITAN PLANNING ORGANIZATION made and entered into as of November 20, 2009 by and between the City of Bend ("City"), Deschutes County ("County"), and the State of Oregon, acting by and through its Department of Transportation ("ODOT"), is hereby amended, effective upon signing by all parties.

The above listed agreement is amended, and replaced in its entirety with the following:

1. Introduction

Based on the results of the US 2000 Census, the Bend Urbanized Area has exceeded 50,000 in population. Federal regulations (23CFR part 450) requires that an MPO be designated for the area to conduct a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. 23CFR part 450 also allows ODOT to be a voting member of any policy boards created under the rules of 23CFR part 450. The plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and freight.

ORS 190.110 and 283.110, allow state agencies to enter into cooperative agreements with units of local government or other state agencies for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.

ORS 190.010 allows units of local government to join together to form intergovernmental entities and enter into cooperative agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.

Pursuant to these statutes and regulations, an intergovernmental entity is hereby created by City, County, **Cacades East Transit ("CET") [dba Central Oregon**

Intergovernmental Council and ODOT by way of this agreement, to be called the Bend Metropolitan Planning Organization ("BMPO") located at 710 NW Wall Street, Bend, Oregon 97701. This agreement shall be governed and construed in accordance with the laws of the State of Oregon.

2. Purpose

- 2.1 The purpose of the BMPO is to carry out planning, coordination and integration of activities necessary to maintain a comprehensive, cooperative, and continuing multi-agency transportation planning program; and further, as specified by the Policy Board of the BMPO, carry out other related specific tasks including implementation thereof.
- 2.2 The BMPO will establish a setting in which to undertake effective decision-making processes regarding transportation in the metropolitan area of Bend; evaluate transportation alternatives that are realistic and scaled to address the needs of the metropolitan area; develop and maintain a long range transportation plan for the metropolitan area which covers a 20 year planning horizon; and develop a Transportation Improvement Program ("TIP") to establish how transportation funding will be used for regional transportation purposes to address the modernization, operation and maintenance of transportation facilities and services needs within the BMPO
- 2.3 The BMPO shall promote public participation in the decision-making process through public meetings. The BMPO shall exercise leadership and initiative in planning and assisting development of efficient, integrated transportation system facilities and services in the Bend metropolitan area.
- 2.4 The area within the BMPO includes the urban area as defined by the U.S. Census Bureau plus all areas within the Bend Urban Growth Boundary (UGB) and other additional areas that may be annexed to accommodate expected growth and anticipated development for the next twenty years. The areas included outside of the UGB can be described as Deschutes River Woods to the South, the Woodside Ranch area, the Rimrock Trailhead area, and areas East and North of the UGB as indicated in Appendix A (map). Based upon the US Census Bureau data, this area qualifies as a U.S. Census designated Urban Area.

3. Governing Body of BMPO

- 3.1 The BMPO Policy Board shall be the governing body of BMPO and shall consist of representatives appointed by each governing body of each party to this Intergovernmental Agreement as required by 23 USC 135.
- 3.2 The Policy Board shall adopt bylaws to govern the Policy Board membership, terms of office, and other operating details of the BMPO.

- 3.2.1 The adopted bylaws shall be attached to this Agreement. Prior to any amendment or repeal of the bylaws, the Policy Board shall give a 30-day written notice to all parties to this Agreement with a copy of the draft amendments.
- 3.2.2 If any party to this Agreement objects in writing to the proposed amendments within the 30-day notice period, the amendments will not become effective. Rather, the Policy Board will consider the objections and propose revised bylaw amendments utilizing the procedure outlined in Paragraph 3.2.1.
- 3.2.3 If no party to this Agreement objects to the proposed bylaw amendments pursuant to Paragraph 3.2.2, the Policy Board may adopt the amended bylaws by a **simple majority** vote.
- 3.2.4 Amended bylaws will be attached to this Agreement for reference.

4. Powers and Responsibilities of BMPO

- 4.1 The BMPO Policy Board is responsible for all actions, agreements, and functions to be carried out by the Bend Metropolitan Planning Organization. To this end, the BMPO may:
 - 4.1.1 Serve in a review capacity to ensure that all federal and state assisted development projects are consistent with integrated regional transportation plans and programs;
 - 4.1.2 Accept contributions and grants-in-aid;
 - 4.1.3 Contract with the Federal Government for planning assistance and other transportation-related planning projects, products, and services;
 - 4.1.4 Contract for the provision and receipt of planning or associated products or services;
 - 4.1.5 Administer grants, Planning Funds (Federal Highway Administration “FHWA” funds) and Federal Transit Administration “FTA” funds;
 - 4.1.6 Own property, facilities and equipment;
 - 4.1.7 Incur debt, subject to Oregon Constitution Article II, Sections 9 and 10;
 - 4.1.8 Issue bonds;
 - 4.1.9 Maintain financial records, supporting documentation for financial records and records relating to procurement and management of contracts for implementation of its work plan shall be kept in compliance with applicable state and federal requirements;

4.1.10 Take such other and further actions as are reasonably necessary to carry out its responsibilities.

4.2 The BMPO is responsible for development of the following essential products:

- 4.2.1 Metropolitan Transportation Plan;
- 4.2.2 Unified Planning Work Program (“UPWP”) and Annual Budget;
- 4.2.3 Metropolitan Transportation Improvement Program (“MTIP”) the program that establishes short-term capital and operating funding priorities within the BMPO;
- 4.2.4 Annual audit of BMPO activities; and
- 4.2.5 Other required products and products deemed essential may be authorized by the Policy Board as specified in the UPWP.

5. BMPO Finances

- 5.1 The fiscal year for the BMPO shall commence on July 1 of each year. BMPO shall comply with ORS 294.900-294.930
- 5.2 The BMPO shall have the power to receive funds from any public or private source including, but not limited to, the federal, state and local governments, voluntary associations, non-profit corporations, firms, partnerships, or person or any combination thereof, bequests, donations, devices, grants and gifts of all kinds of property.
- 5.3 The BMPO Policy Board Chair shall call for an annual audit of the financial affairs of the BMPO to be made by a certified public accountant at the end of each fiscal year. The audit is a public record and shall be made available to all BMPO Parties.

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- 6.1 The BMPO will remain a separate entity from the City, County, CET and ODOT and any Party, with a separate budget, its own governing board and separate operating principles as outlined in this IGA.
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- 9.1 This agreement and the formation of BMPO shall be effective upon the adoption of this agreement by the City, County, CET and upon approval of the agreement by the Oregon Transportation Commission for ODOT, and upon designation of the BMPO by the Governor of Oregon.
- 9.2 This agreement shall be perpetual unless terminated by agreement of all Parties hereto.

On November 14, 2002, the Oregon Transportation Commission approved the original agreement. At that time, the Commission authorized the Deputy Director, Transportation Development Division to execute this agreement.

IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

CITY OF BEND

By: _____ Date: _____
Title: Melanie Keebler, Mayor

Dated this _____ of _____, 2025

BOARD OF COUNTY COMMISSIONERS

Patti Adair, Chair

Tony DeBone, Vice-Chair

ATTEST:

Recording Secretary

Phil Chang, Commissioner

For Recommended Approval:

By: _____ Date: _____
Title: Tiffany Johnson, ODOT Region 4

**STATE OF OREGON,
By and through its Department of Transportation**

Title: Deputy Director, Transportation Development

Date: _____

Approved for ODOT for Legal Sufficiency

By: _____
Assistant Attorney General

Date: _____



MEMO

To: BMPO Policy Board

From: Tyler Deke

Date: 4/14/2025

Re: Unused Metropolitan Planning Funding

Background

Federal Highway Administration Metropolitan Planning (FHWA PL) funds are one of the primary MPO funding sources. In Oregon, a percentage of FHWA PL funds are dedicated to administrative support for the Oregon MPO Consortium (OMPOC). An unspent balance of approximately \$435,000 has accrued over the past few years.

Options for Unused PL Funds

Staff from ODOT and Oregon MPOs met in late 2024 and early 2025 to discuss potential reallocation options for the unused funds. The options discussed are described below.

MPO Funding – distribute funds to each MPO

If the funds were distributed to the MPOs, the existing funding distribution formula would be utilized. The BMPO would receive approximately \$18,000.

Oregon Household Travel & Activity Surveys – evaluate options for more frequent surveys

Currently, statewide household travel surveys are conducted about every 10-15 years. With rapid changes in technology, work and shopping patterns, and travel behaviors, there is interest in conducting more frequent surveys. Currently, there is no dedicated funding for future surveys. Given current funding uncertainty, this option is not recommended by Oregon MPOs.

Activity Based Models – fund next phase of model development

A multi-phased, multi-year process is underway to transition the MPO travel models. The transition will gradually replace trip-based models (underlying structure in use since 1960s) with activity-based models (ABMs). ABMs allow better assessments and provide more complete information about the potential benefits and impacts of transportation investments, including transit, bicycle, and pedestrian system improvements (refer to the [**OMSC Brochure: Activity-Based Models, 2024**](#) for more information). Phase 1 work is underway, and Phase 2 is partially funded. The unused FHWA PL funding could be used to fully fund Phase 2.

Current Status and Next Steps

Four of the smaller MPOs – Albany, Corvallis, Middle Rogue (Grants Pass), and Rogue Valley (Medford-Ashland) – are requesting distribution of the funds to MPOs. Staff at the other four MPOs – Bend, Salem-Keizer, Eugene-Springfield, and Metro – would prefer to put the funds toward ABM development.

The Oregon Legislature will consider a transportation funding package over the next two months. That funding package, if approved, may alleviate some of the funding challenges facing the Oregon MPOs. Staff from the MPOs and ODOT have agreed to pause discussions until after the conclusion of the state legislative session.

Requested Action

Review and discuss the funding distribution options and provide direction to staff.



JOINT COMMITTEE ON TRANSPORTATION

FOR IMMEDIATE RELEASE

April 3, 2025

Press contacts:

Connor Radnovich, connor.radnovich@oregonlegislature.gov

Jill Bakken, jill.bakken@oregonlegislature.gov

Transportation Co-Chairs Announce Framework to Fix Crumbling Infrastructure, Strengthen Economy

Urgent action is needed this session to build a stable, sufficient and accountable transportation system for the 21st Century

SALEM, Ore. – With Oregon's roads and bridges showing alarming signs of deterioration, Joint Committee on Transportation Co-Chairs **Rep. Susan McLain (D-Hillsboro)** and **Sen. Chris Gorsek (D-Gresham)** released a framework on Thursday for bold action to support Oregon's transportation systems.

The Oregon Transportation ReInvestment Package (TRIP) framework is informed by more than two years of work and represents a starting point for detailed conversations and action this legislative session to keep Oregon's roads paved, bridges safe, and economy strong.

"From public testimony in committee, to last year's statewide transportation listening tour, Oregonians have been clear that they want action, not delay," Rep. McLain said. "They want clean, safe streets. They want reliable public transit. They want to know the bridges their children cross every day are structurally sound."

Oregon's transportation systems — the backbone of our economy and daily life — are in crisis. More than 90 state-owned bridges across the state have major structural defects, dangerous potholes are going months without repair, school zones lack sidewalks, major promised projects are still unfinished, and much more.

Without stable and sufficient funding, essential workers at transportation agencies will be laid off and Oregonians will feel those impacts: longer wait times to clear traffic accidents, fewer roads with safety striping, less frequent road repairs and unplowed roads in the wintertime.

"Oregon TRIP is focused on the safety and maintenance of our roads, bridges and transit — not just for today, but for years to come," Sen. Gorsek said. "Inaction is not only irresponsible, it's dangerous. This framework is a starting point and we are looking forward to sitting down with stakeholders and our colleagues on both sides of the aisle to finalize a package this session."

Oregon was the first state in the nation to institute a gas tax in 1919, and since then it has formed the core for how the state pays for transportation. Now, Oregon is facing modern transportation challenges, including increased freight traffic, a growing population, and the rapid rise of electric and fuel-efficient vehicles, which contribute less to the fuels tax that has long funded the system.

These shifts underscore the need for a more resilient, updated approach to transportation planning and investment.

"Bad transportation infrastructure is more than just an inconvenience, it harms Oregon's economy. Employees need to be able to get to work, businesses and truckers need to be able to move goods, students need to be able to get to school," Sen. Gorsek said. "At a time when everyday costs are already too high, we cannot afford to allow crumbling infrastructure to undermine Oregon's economy."

The framework proposes stabilizing current funding streams with the majority dedicated to operations, maintenance and preservation efforts distributed between the state, counties and cities. It lays the foundation for a 21st Century funding structure, with a phase-in of a Road Usage Charge for electric vehicles to make sure all drivers are paying their fair share for use of the roads.

It also invests in buses, rail, bicycles and pedestrians to ensure that Oregonians who can't or don't want to drive can still fully participate in daily life.

Finally, accountability is a key component of the package. There is broad bipartisan support for meaningful oversight of the Oregon Department of Transportation to ensure that taxpayer dollars are being used effectively and that the agency is keeping the promises it has made to Oregonians.

A team of external transportation experts is currently reviewing ODOT's project delivery and accounting practices with the oversight of the Joint Committee on Transportation. Their results will be released in May and incorporated into the final package.

"This framework is grounded in fairness and accountability," Rep. McLain said. "It ensures every user of the system pays their fair share and includes oversight from a bipartisan committee and independent transportation experts. But most importantly, it puts the focus where it's urgently needed: operations, safety, and maintenance."

#

Oregon Transportation ReInvestment Package (TRIP) 2025 – Starting Point

The below package stays true to Oregon's values of a user-pay system and enhancing access through a multimodal approach. Its creation has spanned over two years: It was built by the public's voice, heard throughout the 13 legislative listening tour stops all over the state in the spring and summer of 2024, as well as by the advice of transportation experts and advocates during the fall transportation workgroups. All recommendations are rooted in building and maintaining a safe, equitable, and environmentally responsible transportation system.

State Highway Fund: Our economy and quality of life depend on our ability to keep our roadways operating daily. Without funding reform, Oregon will continue to see a decline in the safety, reliability, and quality of its transportation system. Though the below proposal is less than the requested amount in the Governor's Requested Budget, the raised revenue will be essential to maintaining safety across the state.

Purpose

- The vast majority of revenue raised (almost 90%) for the **State Highway Fund** will be dedicated to **operations, maintenance and preservation efforts** to ensure our roads remain safe and we maintain Oregon's investment into its system. This includes paving priority routes, restoring bridges, restoring maintenance forces, road clearing, replacing culverts and storm facilities, fixing road and pedestrian infrastructure, and other critical safety investments like rumble strips, fixing unstable slopes, repairing signals and more.
- The remaining revenue will go toward honoring previous project commitments in the last transportation package.

Revenue

A projected total of **\$1.9 billion per biennium** into the **State Highway Fund**

- **\$1.5 billion per biennium** through increases to **existing revenue streams:**
 - **Fuels Tax: +20¢/gallon** with staggered implementation
 - January 1, 2026: +8¢/gallon
 - January 1, 2028: +4¢/gallon
 - January 1, 2030: +4¢/gallon
 - January 1, 2032: +4¢/gallon
 - **Registration: +\$66**
 - **Title: +\$90**
 - **Weight-Mile: +16.9%**

- **\$486 million per biennium** through a **one-time system use fee** on all vehicles at time of purchase, at **1% of vehicle price**. Oregon is one of five states that does not have this revenue stream (and of those five, one of only two states that does not have other non-standard fees and charges on vehicles at time of purchase).

Distribution

- More than \$1.7 billion per biennium (existing revenue stream increases and nearly half of the one-time system use fee) will follow the regular distribution method in the State Highway Fund of 50/30/20 – approximately \$850 million to the state / \$510 million to counties / \$340 million to cities (per biennium) to ensure all levels of government can maintain the safety of their infrastructure and stability of their revenue streams.
 - Funding for programs that have a strong nexus to local government and local safety, like Great Streets and Safe Routes to School, are distributed outside of the 50/30/20 formula.
- The first \$250 million per biennium of the **one-time system use fee** will go toward **completing prior commitments**.

Modern Transportation Funding

- **Index Fuels Tax** to tie it to inflation to ensure future solvency of the revenue stream.
- Phase in a mandatory **Road Usage Charge (RUC) for light vehicles**. Vehicles could enroll with the RUC program or pay a flat RUC annual fee. Once enrolled, EVs would no longer pay higher registration rates. Any generated revenue after administration costs will be available for formula distribution in the State Highway Fund. Rollout timeline:
 - July 2026: Existing EVs
 - July 2027: Newly purchased EVs
 - July 2028: Plug-In Hybrids
 - July 2029: New vehicles rated at 30 MPG or greater (starting with model year 2030).
- Phase in mandatory **Road Usage Charge for corporate delivery fleets**. A business that operates at least 10 medium duty vehicles (10,001-26,000 pounds) to deliver packages to homes or businesses in Oregon would be required to enroll. Mileage rates would be between the light and heavy mileage rates. Once enrolled, these medium duty vehicles would no longer pay higher registration rates. Any generated revenue after administration costs will be available for formula distribution in the State Highway Fund.

Stewardship & Accountability

- **Restore Highway Cost Allocation balance** per the Oregon Constitution.

- **Reclassify diesel as a motor vehicle fuel** to reduce fuels tax evasion and help alleviate administrative burdens on small company fuel sellers and fuel users.
- **Simplify weight-mile rates** to reduce weight-mile tax evasion and alleviate administrative burdens on trucking companies.
- Ensure **ODOT Accountability** through a thorough review of ODOT's existing accounting, budget, and project delivery processes and practices. The JCT is working on accountability and review of ODOT through a consultant that will deliver final results in May.

Transit: As Oregon's population continues to age and grow, it becomes increasingly important to provide sustainable ways for all Oregonians to access their needs and their community, especially for the estimated one-third of residents who cannot or do not drive. Investing in a multimodal transportation system is an investment in lower emissions, safety for pedestrians, access for all citizens and businesses, and a healthy, thriving Oregon.

- **Maintain current transit service levels**
- **Expand service areas and levels**
- Invest in **Youth Pass** expansion
- Invest in **rural transit developments**
- Expand **Veteran Passes**
- **Increase the payroll tax** The current tax rate is one-tenth of one percent (0.1%). Increasing the payroll roll tax by 0.08% (for a total of **0.18%**) will result in **\$ 268.6 million per biennium**

Rail: Freight and passenger rail are instrumental in the state's transportation system to efficiently move freight to and from port and passengers up and down the I-5 area. Rail offers a great alternative to congested highways, is the most environmentally responsible way to ship freight by land, and provides a much safer transportation alternative.

- \$17 million per biennium to maintain the new **Amtrak service levels** (including necessary upgraded equipment) and maintain if not enhance passenger rail experience and timetables.
- Invest in safety through **signals and crossing infrastructure** where rail meets road.
- Invest in **more sidings** to allow trains to pass each other so passenger trains run on time and freight trains are not held up.
- Invest in **track curvature improvements and bridge repair** to increase safety and maintain train speeds.
- **Increase Vehicle Privilege Tax** (currently 0.5% of vehicle price) by 0.3% (for a **total tax of 0.8%**) to further Connect Oregon goals of investing in rail, aviation, and marine projects. Revenue estimates are **\$44.8 million per biennium**.
- **Institute a Tire Pollution Tax at 3% of total tire purchase.** Revenue projections are **\$50 million per biennium.**
 - 50% of revenue will go to **Rail Operations**.
 - 25% of revenue will go to **Wildlife Crossings** to help save the lives of drivers and wildlife.

- 25% of revenue will go to **Salmon Restoration** to negate the environmental impact of tire pollution runoff into Oregon waterways.

Off system bike and pedestrian facilities: More than 80 percent of Oregonians report using local trails. Trails create the safest places for people of all ages and abilities to walk, bike, scoot, and skate. They also help communities reduce miles in vehicles, and help the state meet climate goals as well as support local tourism economies. Trails also increase access to nature, health, and wellness.

- Invest in Oregon's **Community Paths** program.
- The current bike tax is \$15 per bike with a sales price of \$200 or more, collected at point of sale. An **increase of \$9.50 per bike** (total \$24.50) would increase revenue by **about \$1 million per biennium.**