



Policy Board

April 18, 2025

Call to Order & Introductions

Chair Méndez

Introductions

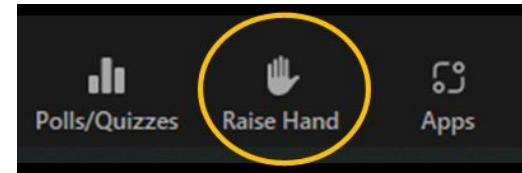
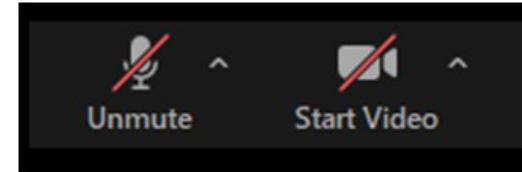
- Policy Board Members
 - Ariel Méndez, Chair, City of Bend Councilor
 - Phil Chang, Vice Chair, Deschutes County Commissioner
 - Mike Riley, City of Bend Councilor
 - Omar Ahmed, ODOT Central Oregon & Lower John Day Area Manager
 - Melanie Kebler, City of Bend Mayor
- Alternates (if applicable)
 - David Amiton, ODOT
 - Chris Doty, Deschutes County
 - Tarik Rawlings, Deschutes County
- BMPO Staff
 - Tyler Deke, Manager
 - Andrea Napoli, Senior Planner
 - Kelli Kennedy, Program Coordinator

Hybrid Meeting Guidelines

Tyler Deke, BMPO

Hybrid Meeting Guidelines

- You will be on **mute**, and your **video** will be off when you first join the meeting.
- Please click the raise hand icon to speak next.
 - If you join the webinar by phone, dial *9 to raise or lower your hand.
- This meeting will be recorded and is available as a live streaming event on YouTube.
 - The YouTube event can be reviewed on the City of Bend YouTube channel.



Public Comment

Chair Méndez

Public Comment

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

Meeting Minutes

Chair Méndez

Meeting Minutes

- **Action requested:** review and approve the March 21, 2025, Policy Board draft meeting minutes (Attachment A).
 - Recommended language for motion: *I move approval of the March 21, 2025, Policy Board draft meeting minutes, as presented.*

Fiscal Years 2026-2027 (FY26-FY27) Unified Planning Work Program (UPWP) Adoption

Tyler Deke, BMPO

Andrea Napoli, BMPO

FY26-FY27 UPWP – Outline

- Review FY26-FY27 UPWP:
 - Priorities
 - Programs and Tasks
 - Development schedule
- Adopt FY26-FY27 UPWP

FY26-FY27 UPWP – Priorities

- Bend Transportation Safety Action Plan (TSAP) update
- 2024-2027 MTIP maintenance
- 2027-2030 MTIP development
- COVID Relief Funding – transfer funds to awarded projects
- State Highway Fund (SHF) Funding – transfer funds to awarded projects and complete project solicitation process for 2028-2030
- Update Title VI (non-discrimination) Plan
- Update Public Participation Plan
- Oregon Household Travel & Activity Survey

FY26-FY27 UPWP – Priorities (continued)

- Travel model updates & software transition
- Strategic Plan
- Oregon climate change rule-making implementation (City of Bend)
- ODOT projects
 - US20 (3rd St to Powell Butte Hwy) Refinement Plan
 - Revere Ave Study (Wall St to 4th St)
 - S. US97 Bicycle and Pedestrian planning (build on US97 Bend Parkway Plan)
 - Bend-Redmond-Sisters Active Transportation Plan

FY26-FY27 UPWP – Programs & Tasks

- BMPO Program
 - Task 1: BMPO Development and Program Management
 - Task 2: Short Range Planning
 - Task 3: Long Range Planning
 - Task 4: Travel Demand Modeling and Data Collection/Analysis
- COVID Relief Program
 - Task 1: COVID Relief Program
- SHF Program
 - Task 1: SHF Program

BMPO Program – Task 1

- **Task 1: BMPO Development and Program Management**
 - Subtask A: Administrative Tasks
 - BMPO Technical Advisory Committee (TAC) & BMPO Policy Board administration
 - Strategic Plan
 - Subtask B: UPWP and Budget Development
 - Subtask C: Coordination with Statewide MPO Committees
 - Staff & Oregon MPO Consortium
 - Subtask D: Public Participations
 - Subtask E: Title VI (Civil Rights)
- FY26 approved budget (BMPO Program, Task 1): **\$176,100**

BMPO Program – Task 2

- **Task 2: Short Range Planning**
 - Subtask A: Metropolitan Transportation Improvement Program (MTIP)
 - Subtask B: Performance Management Tracking and Reporting
 - Subtask C: Annual Obligation Report
 - Subtask D: Agency and Jurisdictional Coordination (D.1 Committees, D.2 Projects)
 - Subtask E: Transit coordination
- FY26 approved budget (BMPO Program, Task 2): **\$68,000**

BMPO Program – Task 3

- **Task 3: Long Range Planning**
 - Subtask A: Metropolitan Transportation Plan (MTP)
 - Maintenance, as needed
 - Subtask B: Bend Transportation Safety Action Plan (TSAP)
 - Subtask C: State of Oregon Planning and Programs
 - Oregon climate change planning (support to City of Bend)
 - ODOT-led planning efforts:
 - US20 Refinement Plan
 - Revere Avenue Study
 - S. US97 bicycle and pedestrian planning (build on US97 Bend Parkway Plan)
 - Bend-Redmond-Sisters Active Transportation Plan
- FY26 approved budget (BMPO Program, Task 2): **\$485,300**

BMPO Program – Task 4

- **Task 4: Travel Demand Modeling and Data Collection/Analysis**
 - Subtask A: Transportation Model
 - Maintenance of 2045 scenario
 - Subtask B: Transportation Model – Local Project Support
 - Subtask C: Oregon Modeling Statewide Collaborative (OMSC)
 - New software platform, including local data collection
 - Subtask D: Oregon Household Travel and Activity Survey
 - Subtask E: Data Collection/Analysis
 - Transportation data collection & management (support to City & ODOT)
 - Safety and crash data
 - Equity related data
- FY26 approved budget (BMPO Program, Task 4): **\$231,500**

COVID Relief Program

- Task 1: COVID Relief Program
 - No subtasks
 - Coronavirus Response and Relief Supplemental Appropriations Act of 2021
 - BMPO received ~\$1.5 million
 - Spring 2023 - fall 2025: transfer funds to awarded projects
- FY26 approved budget (COVID Relief Program): **\$50,000**

SHF Program

- **Task 1: SHF Program**
 - No subtasks
 - Portion of state funds (formerly federal STBG) now received directly by BMPO
 - FY26-FY27 awarded allocations:
 - Street Preservation Program (City of Bend)
 - BMPO area projects and programs (Commute Options, City of Bend)
 - Transfer funds to previously awarded projects
 - Complete project solicitation process for 2028-2030 funds
- FY26 approved budget (SHF Program): **\$1,085,500**

FY26-FY27 UPWP – Development Schedule

- TAC overview – January 7
- Meeting with ODOT, FHWA, and FTA – February 10
- Policy Board overview – February 21
- TAC and Policy Board review/comments – February/March
- 21-day public comment period – March 28 – April 17
- Policy Board adoption – April 18 (today)

FY26-FY27 UPWP – Adoption

- **Action requested:** review and consider adoption of the BMPO FY26 through FY27 UPWP via Resolution 2025-02 (Attachment B).
 - Recommended language for motion: *I move approval of the UPWP for fiscal years 2026 and 2027 by way of Resolution 2025-02.*

Attachment B

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

FY26 BMPO Budget – Public Hearing & Adoption

Tyler Deke, BMPO

FY26 Budget – Outline

- Review approved FY26 Budget:
 - Summary
 - Development schedule
- Hold Public Hearing
- Adopt FY26 Budget

FY26 Budget – Summary

FY26 Budget Summary			
Resources	Budgeted Amount	Requirements	Budgeted Amount
Beg. Working Capital/COVID Relief Funding	\$ 365,000	BMPO Program	\$ 960,900
FHWA PL Fed Share	244,500	Task 1: Dev & Program Management	176,100
FTA Section 5303	80,900	Task 2: Short Range Planning	68,000
Safe Streets (SS4A)	200,000	Task 3: Long Range Planning	485,300
SHF – BMPO	440,000	Task 4: Modeling and Data Collection	231,500
SHF – Awards	1,085,500	COVID Relief Program	\$ 50,000
Total Grant Funding	\$ 2,415,900	Task1: COVID Relief Admin	50,000
FHWA PL – State Match	13,100	SHF Program	\$1,085,500
FHWA PL – Local Match	13,100	Task 1: State Highway Funding	1,085,500
FTA Local Match	9,300	Loan Repayment	\$100,000
Safe Streets Local Match	40,000	Contingency	\$100,000
Total Match Funding	\$ 75,500	Reserves – BMPO	\$160,000
City of Bend Loan	100,000	Reserves – COVID	\$135,000
Total Budgeted Resources	\$ 2,591,400	Total Budgeted Requirements	\$2,591,400

FY26 Budget – Development Schedule

- Meeting with ODOT, FHWA, and FTA – February 10
- Legal notice of Budget Committee meeting – March 14
- Budget Committee meeting – March 26
- 21-day public comment period for approved FY26 Budget – March 28 – April 17
- Legal notice of Public Hearing & Policy Board adoption – April 8
- Public Hearing & Policy Board adoption – April 18 (today)

FY26 Budget – Public Hearing & Adoption

- Hold public hearing and receive public comment.
- **Action requested:** review and consider adoption of the FY26 BMPO Budget via Resolution 2025-03 (Attachment C).
 - Recommended language for motion: *I move approval of the fiscal year 2026 Budget by way of Resolution 2025-03.*

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

2024-2027 Metropolitan Transportation Improvement Program (MTIP) Amendments

Kelli Kennedy, BMPO

2024-2027 MTIP – Overview

- Short-term (4-year) listing
 - Federal fiscal years 2024 through 2027
 - Transportation projects & programs
 - Expenditures
- Updated at least every 4 years
- Amended as needed – 2 types of amendments:
 - Administrative
 - Full
- Adopted MTIP available on [BMPO MTIP webpage](#), also posted:
 - Project list (updated quarterly)
 - Amendment log (updated quarterly)

2024-2027 MTIP – Proposed Amendments

- Three (3) proposed amendments

DETAILS	Amendment 1 (#24-27-2500)	Amendment 2 (#24-27-2511)	Amendment 3 (#24-27-2515)
Project Name	Enhanced Mobility E&D (5310) – Deschutes County FY25	Enhanced Mobility E&D (5310) – Deschutes County FY26	Enhanced Mobility E&D (5310) – Deschutes County FY27
Amendment & Reason	Cancel project (duplicate of project #23720)	Cancel project (duplicate of project #23782)	Cancel project (duplicate of project #23794)
Regulatory Agency	Federal Transit Administration (FTA)	FTA	FTA
Funding Responsibility	Statewide (SW) Transit	SW Transit	SW Transit
Funding Source	FTA Section 5310	FTA Section 5310	FTA Section 5310
Project Total	\$ 677,928	\$ 677,928	\$ 677,928

2024-2027 MTIP – Public Comments & Action

- 21-day public comment period opened March 27
 - No comments received
- **Action requested:** review and consider approval of the proposed amendments.
 - Recommended language for motion: *I move approval of the proposed amendments to the 2024-2027 Metropolitan Transportation Improvement Program, as presented.*

State Highway Fund (SHF) Program – Funding Distribution

Andrea Napoli, BMPO

SHF Program – Funding Distribution

- Continued item from March 21, 2025, Policy Board meeting
 - Board approved distribution of a portion of FY28-FY30 SHF funds
 - Additional information (below) was requested prior to approving distribution of remaining funds
 - Low Stress Network (LSN)
 - Neighborhood Streets Safety Program (NSSP)
 - Street Preservation Program
 - Pedestrian Implementation Plan

Recent and Pending Distribution Approvals

Distribution Category	Annual Funding Amount (for FY28-FY30)	% of BMPO SHF Annual Allocation
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

Approved, March 21st Policy Board meeting



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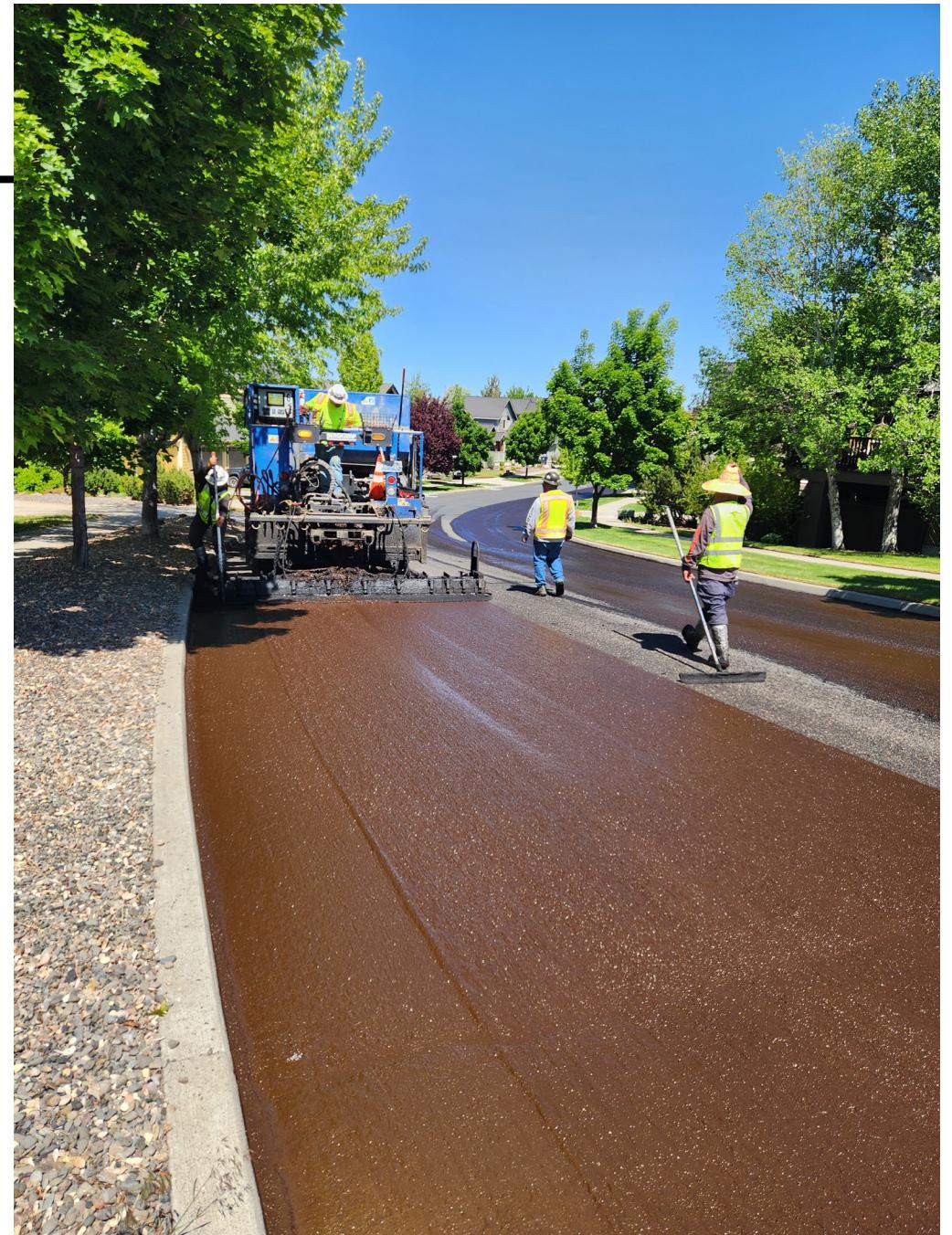
Bend MPO State Highway Fund Support to Transportation & Mobility Department

David Abbas, PE, Transportation & Mobility Department

April 18, 2025

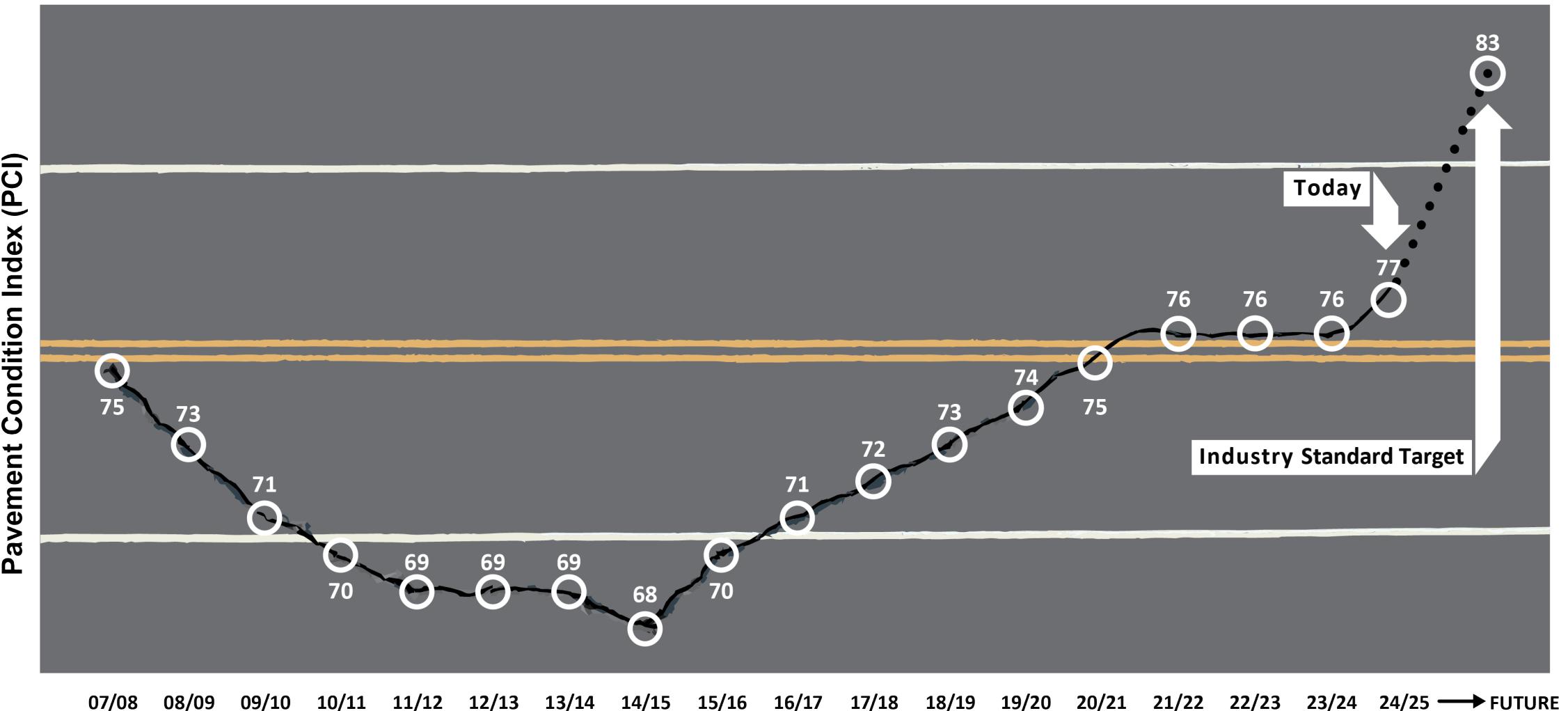
Agenda

- Historical MPO Support / Street Condition Trends
- Street preservation/maintenance, future needs on arterials/collectors vs local streets
- NSSP needs
- LSN needs
- Pedestrian Implementation Plan needs



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Street Preservation History



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Current System Condition

Table 2 – Street Network Statistics and Average PCI by Functional Class

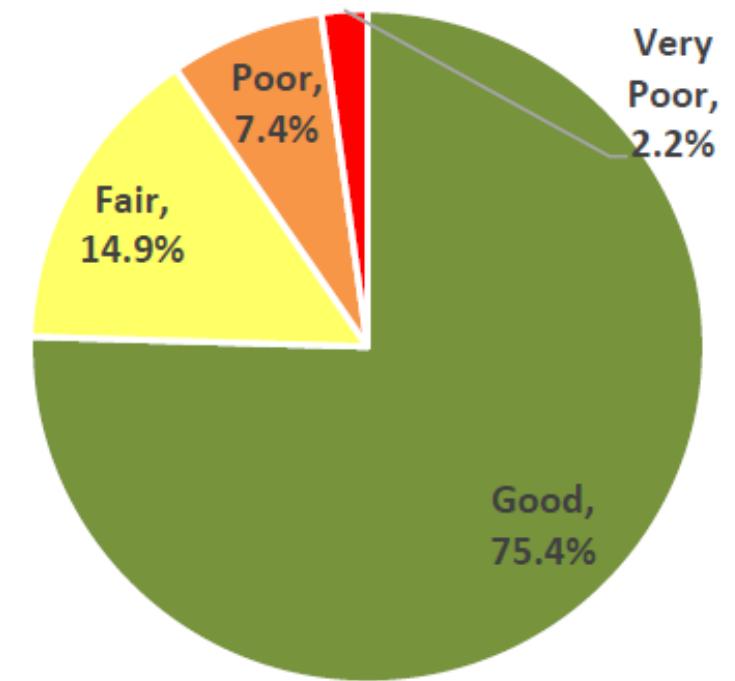
Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	682	70.5	164.7	81
Collector	419	39.1	82.0	80
Residential	4,491	343.5	687.7	75
Totals	5592	453.1	934.4	77



Current System Condition

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	16.3%	7.6%	51.5%	75.4%
Fair (II/III)	50-70	2.6%	1.4%	11.0%	14.9%
Poor (IV)	25-50	0.4%	0.2%	6.9%	7.4%
Very Poor (V)	0-25	0.0%	0.0%	2.2%	2.2%
Totals		19.3%	9.2%	71.6%	



Current System Condition

Figure 4 – Arterial Miles by Condition Category

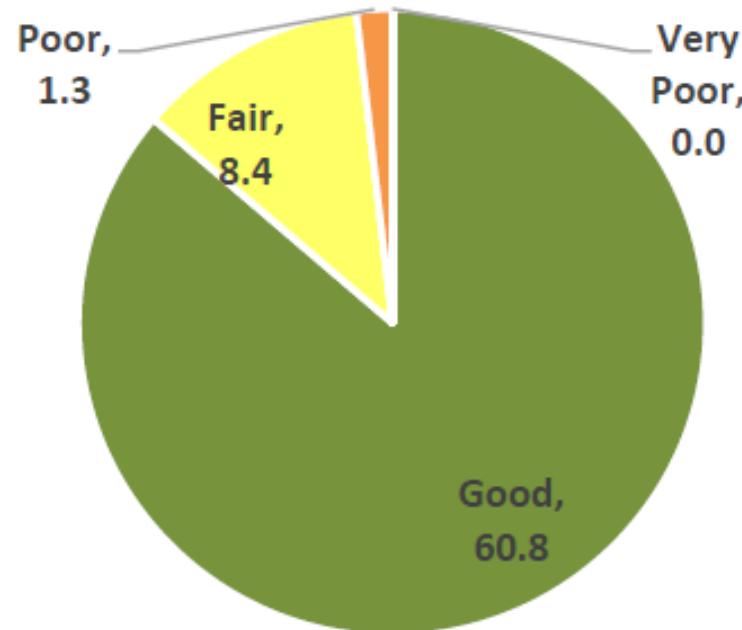


Figure 5 – Collector Miles by Condition Category

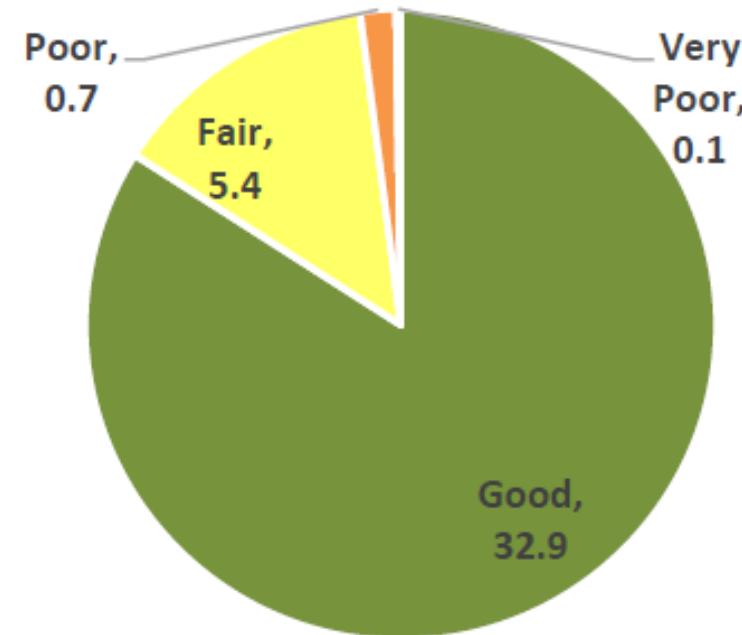
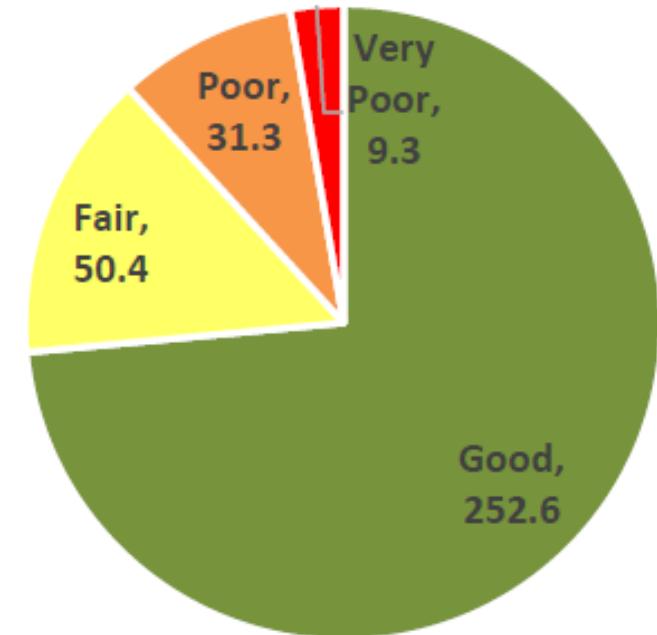


Figure 6 – Residential Miles by Condition Category



Centerline Miles by Category



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Deferred Maintenance Backlog Needs

Summary

Functional Class	Rehabilitation	Prev. Maint.
Arterial	\$5,938,743	\$5,419,613
Collector	\$2,625,404	\$2,785,148
Residential/Local	\$78,880,049	\$9,337,498
Grand Total:	\$87,444,196	\$17,542,259



Street Preservation Program

- Proposed 2025-27 Biennium Budget for Street Preservation Program = \$4.5M / Year
 - MPO Street Preservation Funding \$650,700 = 14.5% of Street Pres Budget
 - If MPO funding re-directed elsewhere, Street Preservation Program and capital funding will be reduced or need to be replaced.
- Per our CAPS Budget Option Report, to maintain PCI 77 over 5 years = \$5.5M / Year
- Ph 3 TUF or other sustainable revenue source needed for O&M maintenance improvement and TSP programs (i.e.: Bike & Ped)
- Lane Miles of Street Preservation Treatments possible with \$650,700 MPO SHF Support:
 - Chip Seal = 24.9 LM
 - Slurry Seal = 39.9 LM
 - Asphalt Paving = 3 LM

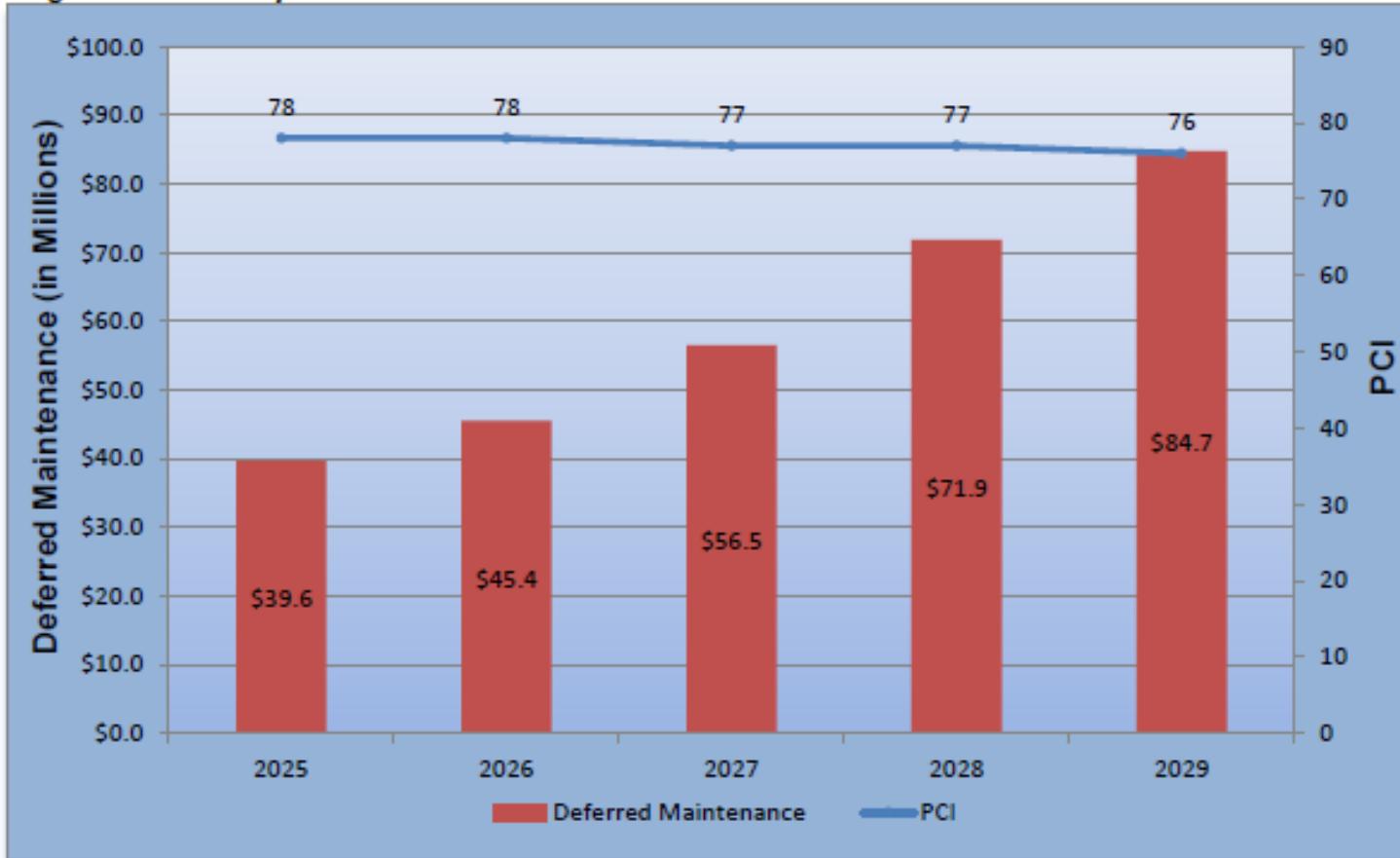


Street Preservation Program

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2025	2026	2027	2028	2029	Total
Budget Total	\$4,500,000	\$4,635,000	\$4,774,000	\$4,917,000	\$5,065,000	\$23,891,000

Figure 9. Summary of Results from Scenario 2 — Current Investment Level



Neighborhood Street Safety Program (NSSP) Update

- NSSP Program is funded through 2029, depending on actual project costs.
- NSSP Project are prioritized and selected through 2029, which based on current project estimates, fully expending the GO Bond funding
- NSSP Program funding beyond 2029 to be determined
- 2026
 - Reed Market at 5th
 - Roosevelt Speed Reduction
 - Silverlake Chamberlain
 - Revere 8th to Shepard
 - Coyner Connection
- 2027
 - Tuscon & Providence
 - Blakely (Silverlake to Powers)
 - SRTS Summit High School – Discovery Park Trail Xing
 - Mt Washington and Regency Crossing
 - SRTS Boyd Park – Boyd Acres Road X-Walks
- 2028
 - Shepherd, Wells Acres to Neff
 - Arterial Crosswalk Enhancement 9th and Hawthorne
 - Street Safety – Speed reduction on Weeping Willow
 - Galveston Pedestrian Improvements
 - Arterial Crosswalk Enhancement NE 8th and Lafeyette



Low Stress Network Needs (LSN)

Key Routes

- A key route is designed to be "low stress" for people walking and biking. These routes provide safe and appealing connections to schools, parks, and other places, and for traveling across the city.

Bicycle Low-Stress Network

- System of bicycle routes as identified in the TSP to be built or reconstructed to provide level of stress 1 or 2

Level of Traffic Stress

- A rating for the level of comfort a facility provides for people biking or walking. It ranges from Level of Traffic Stress 1 (low stress) to Level of Traffic Stress 4 (high stress).

Neighborhood Greenway

- A specific type of low-stress bicycle facility that is a shared lane on a local street with signs and pavement markings. It may have additional traffic calming to encourage slower speeds

Key Route Construction Projects

Bend Bikeway Project

Bear Creek Road and 27th St. Improvements

Midtown Bicycle and Pedestrian Crossings

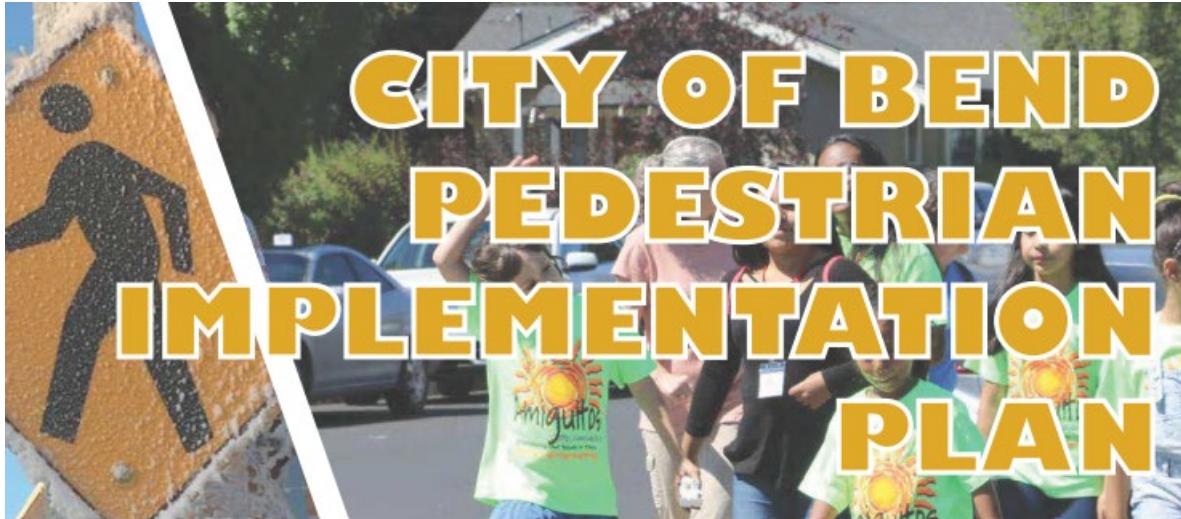
Olney Pedestrian and Bicycle Improvements

Butler Market Road Key Route

Neff Pedestrian & Bicycle Improvements Project



Pedestrian Implementation Plan



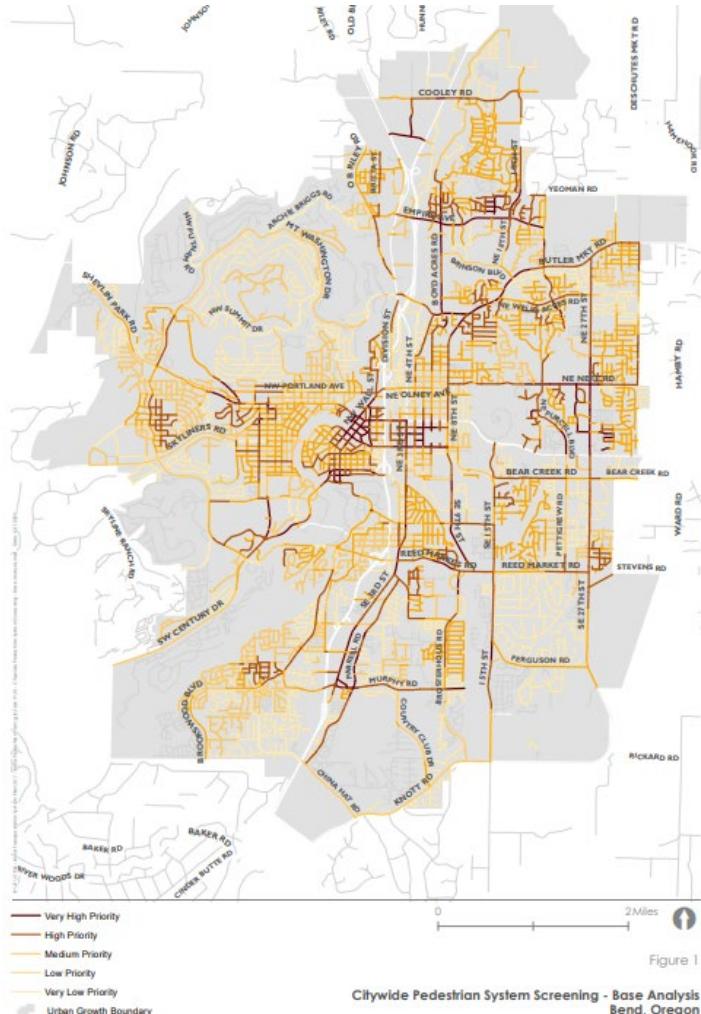
DATA DRIVEN APPROACH

The Plan's development relied on a data driven approach for establishing High Pedestrian Need (HPN) Walksheds and Corridors. Emphasis has been placed on prioritizing transportation disadvantaged populations, pedestrian safety, access to key destinations, and safe routes to school.

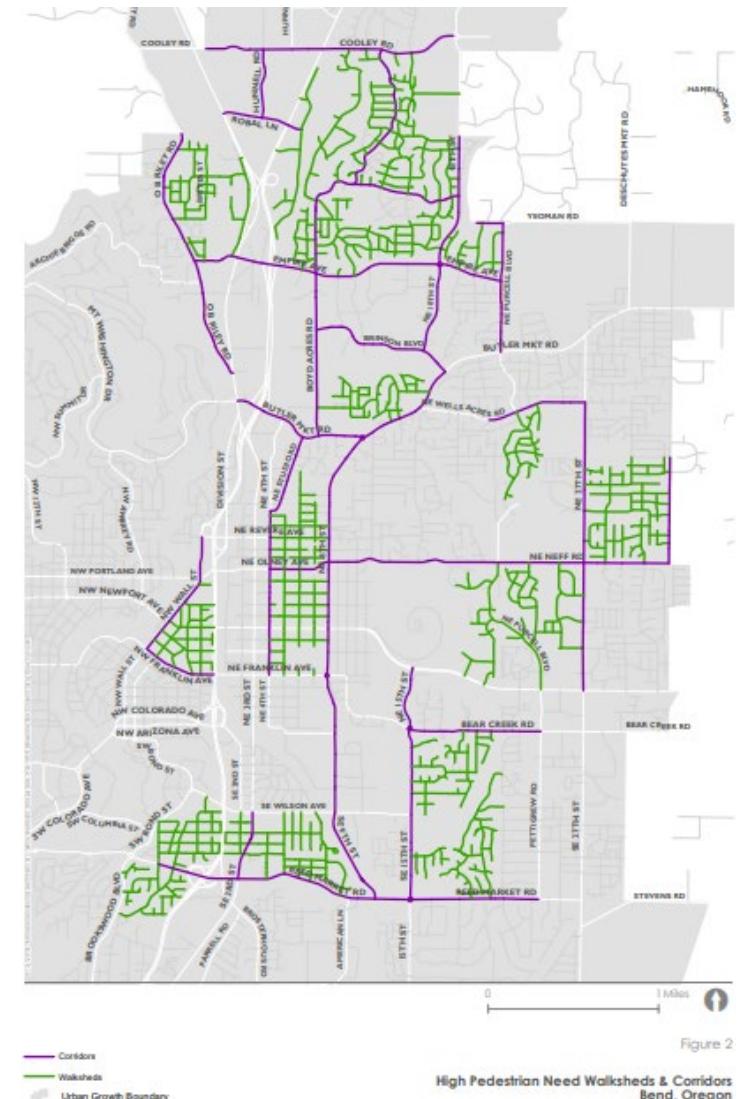


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Pedestrian Need Analysis



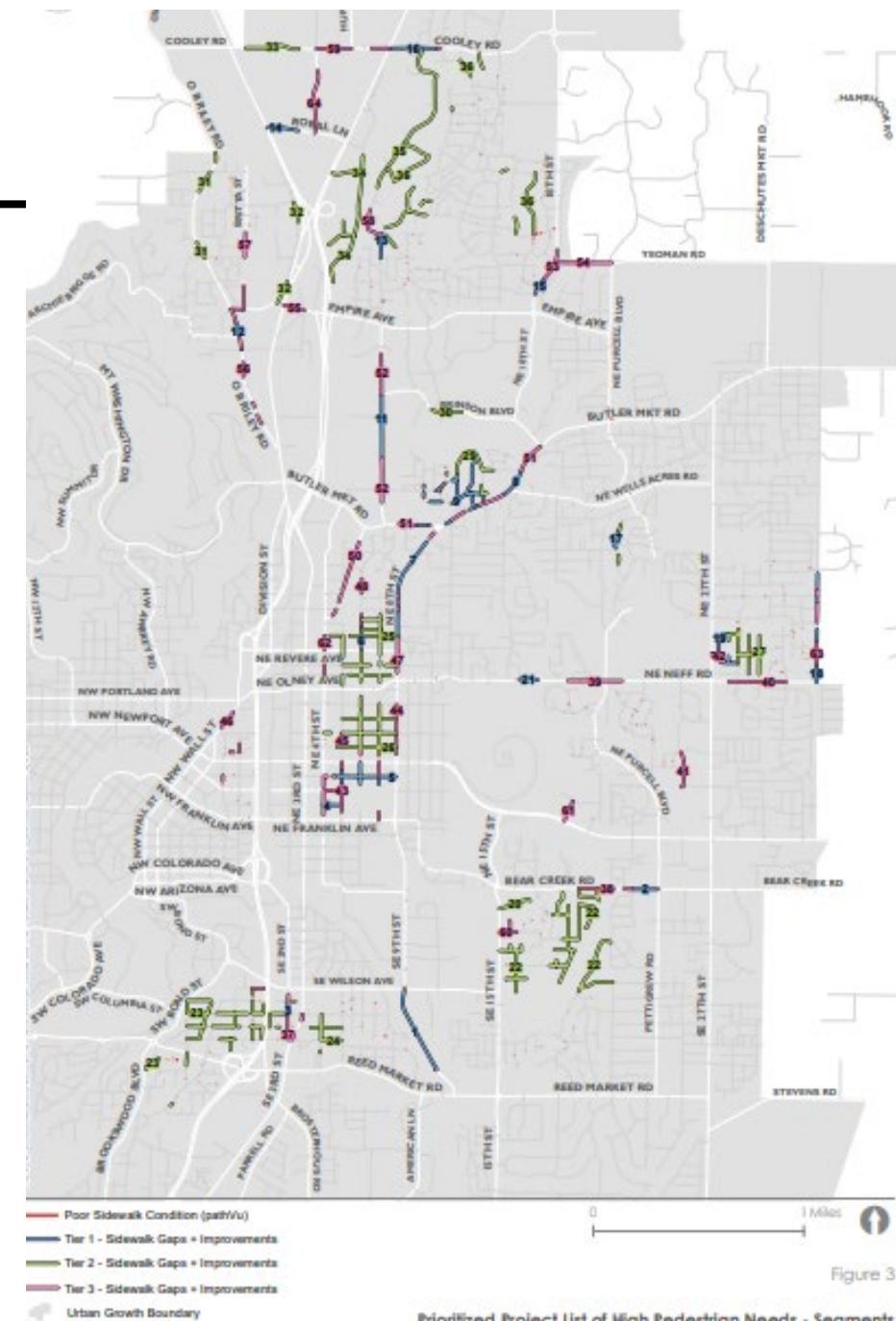
Based on the applied, modified, and refined datasets a citywide pedestrian screening analysis was performed to identify the areas of highest pedestrian need.



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Prioritized Project Lists

- Segments identified for Sidewalk Infill & Improvements (64 Projects)
- Crossing Locations identified for Enhancement (31 Projects)



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Figure 3

Prioritized Project List of High Pedestrian Needs - Segments
Bend, Oregon

TMD Programs

- TMD with TUF support, proposing in the 2025-27 biennial budget funding to Bike and Pedestrian Programs
 - \$200K / year for bike program
 - \$200K / year for pedestrian program
- Proposed 2025-27 biennial budget has \$200K / year reimbursement ability for sidewalk infill from Accessibility Construction Fund



In Summary.....

- The Transportation & Mobility Department has a variety of needs that the MPO State Highway Funds can help support including:
 - Street Preservation Treatments and Maintenance Efforts
 - Complete Street Approach Efforts with O&M
 - Safety Improvements Quick Builds
 - Speed Management
 - Traffic Calming Efforts
 - Bicycle Program
 - Pedestrian Program
 - Speed Radar Program
 - Curb Painting Program
 - Travel Demand Management Program
 - Low Stress Network and Key Routes



Questions



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Motion

- **Action requested:** review and consider distribution of \$581,570 of SHF for FY28-FY30.
 - Recommended language for motion: *I move approval of the distribution of the remaining \$581,570 of FY28-FY30 SHF annual allocations, as follows...*

BMPO Establishment Intergovernmental Agreement (IGA)

Tyler Deke, BMPO

BMPO Establishment IGA

- BMPO Establishment IGA
 - Policy Board requested IGA be updated to include Cascades East Transit
 - IGA amendments require City, County and ODOT approval. Will also need CET/COIC approval
 - Expect review and approval process to take a few months
 - With Policy Board approval, staff will initiate agency review process
- Edits
 - Section 1 Introduction: Add Cascades East Transit (dba Central Oregon Intergovernmental Council)
 - Section 3.2.3: Change “unanimous vote” to “simple majority vote”
 - Administrative and grammatical edits to reflect actual product names, remove specific Census year, and clarify financial items

BMPO Establishment IGA - Action

- **Questions?**
- **Action requested:** Initiate IGA amendment process with member entities.
 - Recommended language for motion: *I move staff initiate the BMPO Establishment IGA amendment process with the City of Bend, Deschutes County, ODOT, and COIC.*
- **Next Steps**
 - Review and finalize Policy Board Bylaw amendments – May/June

Extra Metropolitan Planning Funding

Tyler Deke, BMPO

Unused Metropolitan Planning Funding

- 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)
- Unspent balance of approximately \$435,000 has accrued over the past few years

FHWA PL Funding – Reallocation Options 1 & 2

- ODOT and Oregon MPO staff met in late 2024 and early 2025 to discuss potential reallocation options for the unused funds
- **Option 1: MPO Funding** – distribute funds to each MPO
 - Utilize existing funding distribution formula. BMPO would receive approximately \$18,000
- **Option 2: Oregon Household Travel & Activity Surveys** – evaluate options for more frequent surveys
 - Currently, travel surveys are conducted every 10-15 years
 - With rapid changes in technology, work and shopping patterns, and travel behaviors, interest in conducting more frequent surveys
 - Given funding uncertainty, this option is not recommended by staff

FHWA PL Funding – Reallocation Option 3

- **Option 3: Activity Based Models** – fund next phase of model development
 - Multi-phased, multi-year process is underway to transition the MPO travel models from trip-based models to activity-based models (ABMs)
 - ABMs allow better assessments and provide more information about the potential benefits and impacts of transportation investments, including transit, bicycle, and pedestrian system improvements
 - Phase 1 work is underway, and Phase 2 is partially funded. Unused FHWA PL funding could be used to fully fund Phase 2

FHWA PL Funding – MPO Positions, Action

- Oregon MPOs' preferences
 - Four MPOs – Albany, Corvallis, Middle Rogue (Grants Pass), and Rogue Valley (Medford-Ashland) – requesting distribution of the funds to MPOs
 - Four MPOs – Bend, Salem-Keizer, Eugene-Springfield, and Metro – prefer to put the funds toward ABM development
- Other considerations/status of discussions
 - Oregon Legislature considering a transportation funding package
 - Funding package, if approved, may alleviate some MPO funding challenges
 - MPO and ODOT staff agreed to pause discussions until after the conclusion of legislative session
- **Action requested:** review and discuss the funding distribution options and provide direction to staff.

2025 State Legislative Session Update

Tyler Deke, BMPO

2025 Oregon Legislative Session – Update

- Joint Committee on Transportation released transportation funding framework on April 3
- Transportation Re-Investment Package (TRIP) includes:
 - Fuels tax and weight-mile tax increases
 - Registration fee and title fee increases
 - One time fee on new vehicle sales
 - Index fuels tax to inflation
 - Phased adoption of Road Usage Charge for most light vehicles
 - Road Usage Charge for corporate delivery fleets (e.g., FedEx, Amazon)
 - Payroll tax increase for transit services
 - Vehicle privilege tax increase
 - Tire pollution tax
 - New bike sales tax increase

2025 Oregon Legislative Session – Action

- Status: awaiting release of draft legislation
- **Action requested:** discuss funding framework and possible Policy Board engagement in legislative process.

Federal Update and BMPO Document Updates

Tyler Deke, BMPO

Federal Update

- FHWA and FTA
 - Focus areas for some programs changing
 - Some funding programs under review
 - Some grant programs delayed
 - Greater oversight of field offices by headquarters staff
 - Potentially significant staff reductions
- IIJA, current federal transportation, expires September 2026
 - Congressional hearings beginning on new multi-year bill
- Questions?
- **Action requested:** None. Information item.

Other Business

Chair Méndez

Other Business

- Policy Board future agenda item requests
- Bend Transportation Safety Action Plan (TSAP) Update – status
- Committees – Citizen Member Recruitment
 - Application period: April 15 – May 15
 - 2 Budget Committee vacancies. Term: 7/1/2025 – 6/30/2028
 - 1 TAC vacancy. Term: 10/1/2025 – 6/30/2028
- Next meeting of the BMPO Policy Board – May 16, 2025, at 12:00 p.m.
 - Potential topics:
 - BMPO Policy Board Bylaws amendments
 - Cascades East Transit (CET) Updates

Public Comment

Chair Méndez

Adjourn

Chair Méndez

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