

Agenda

BMPO Policy Board

August 15, 2025
Hybrid Meeting

Location

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

Zoom webinar

Webinar ID: 831 1322 5239
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.</p> <p>Action Requested Review and approve the draft meeting minutes.</p> <p>Recommended language for motion: <i>I move approval of the June 20, 2025, Policy Board draft meeting minutes, as presented.</i></p>	Chair
12:12	5. Oregon Federal Lands Access Program (FLAP) Overview and Draft Statewide	<p>Background The FLAP provides funding to state and local transportation system owners in support of projects and programs that maintain and improve access to federal lands. Federal Highway Administration (FHWA) Western Federal Lands (WFL) recently</p>	Jamie Lemon, FHWA WFL

	Needs Assessment	<p>completed the development of a Statewide Needs Assessment. FHWA staff will provide an overview of the FLAP program and the Needs Assessment.</p> <p>Attachments/Links</p> <p>Attachment B: Deschutes County FLAP funding summary.</p> <p>Link to Oregon FLAP Statewide Needs Assessment website.</p> <p>Link to Draft Oregon FLAP Needs Assessment document.</p> <p>Action Requested</p> <p>None. Information item.</p>	
12:40	6. Metropolitan Transportation Improvement Program (MTIP) Amendments	<p>Background</p> <p>Two amendments to the 2024-2027 MTIP are proposed. The amendments, which involve cancelling a transit project and reducing funding for an ODOT project, 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 C: Public notice with summary of the proposed amendment.</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>	Kelli Kennedy, BMPO
12:50	7. BMPO Technical Advisory Committee (TAC) Amended Bylaws Adoption	<p>Background</p> <p>The Policy Board and staff have discussed potential changes to the BMPO TAC Bylaws at several meetings over the past 2 years. The TAC reviewed and supported the proposed changes at its July 1 meeting. Staff will review the proposed changes to the TAC Bylaws.</p> <p>Attachments/Links</p> <p>Attachment D: Draft TAC Bylaws.</p> <p>Action Requested</p> <p>Review and consider approval of the revised TAC Bylaws.</p>	Tyler Deke

		Recommended language for motion: <i>I move approval of the Technical Advisory Committee Bylaws amendments as presented (or with edits).</i>	
1:00	8. Federal Surface Transportation Legislation Reauthorization	<p>Background The current federal surface transportation legislation (Infrastructure Investment and Jobs Act [IIJA]) expires September 30, 2026. The USDOT issued a Request for Information from the public and stakeholders seeking ideas and recommendations to help inform the next transportation bill. The Association of MPOs prepared a draft response template. Staff will review a draft response letter.</p> <p>Attachments/Links Attachment E: Draft BMPO response letter. Link to Infrastructure Investment and Jobs Act website. Link to Request for Information webpage.</p> <p>Action Requested Consider approval of the draft letter to USDOT.</p> <p>Recommended language for motion: <i>I move approval of the letter to USDOT regarding federal surface transportation legislation reauthorization (or with edits).</i></p>	Tyler Deke
1:10	9. BMPO Committee Stipend Policy Update	<p>Background In March 2024, the Policy Board adopted the BMPO Committee Stipend Policy. Additional payment options have since become available. The intent of the proposed changes to policy language is to allow members to select from available payment methods over time.</p> <p>Attachments/Links Attachment F: Adopted Committee Stipend Policy. Attachment G: Revised Committee Stipend Policy.</p> <p>Action Requested Review and consider adoption of the revised BMPO Committee Stipend Policy.</p> <p>Recommended language for motion: <i>I move approval of the revised BMPO Committee Stipend Policy, as presented (or with modifications).</i></p>	Tyler Deke
1:20	10. 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 • State Highway Fund (SHF) Program application cycle <p>Next Meeting</p> <p>The next meeting of the BMPO Policy Board is scheduled for September 19, 2025, at 12:00 p.m.</p>	
1:30	11. Public Comment		Chair
1:40	12. Adjourn		Chair



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Meeting Minutes

BMPO Policy Board

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

Date: June 20, 2025

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Members

1. Chair Ariel "Ari" Méndez, Bend City Councilor
2. Mike Riley, Bend City Councilor

Member Alternates

1. Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4
2. Nick Lelack, Deschutes County

BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Andrea Napoli, BMPO Senior Planner
3. Kelli Kennedy, BMPO Program Coordinator
4. Brad Tower, City of Bend
5. Chuck Arnold, BMPO Budget Committee member
6. David Abbas, City of Bend

Notes

1. Call to Order and Introductions

Chair Méndez called the meeting to order at 12:01 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the hybrid meeting guidelines.

3. Public Comment

There was none.

4. Meeting Minutes

Materials referenced: May 16, 2025, BMPO Policy Board draft meeting minutes (Attachment A in the agenda packet).

Motion 1: Mike Riley moved approval of the May 16, 2025, Policy Board draft meeting minutes as presented. Ken Shonkwiler seconded the motion which passed 3 to 0 to 1.
(Ayes: Méndez (City of Bend), and Riley (City of Bend), and Shonkwiler (ODOT). Nays: None.
Abstain: Lelack (Deschutes County).)

5. Year-End Promissory Note

Materials referenced: Promissory Note for fiscal year 2025 (FY25) year-end loan from the City of Bend (Attachment B in the agenda packet).

Manager Deke explained the process of utilizing an overnight loan from the City of Bend to close out the fiscal year in the positive due to the BMPO operating on a reimbursement basis.

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. Nick Lelack seconded the motion which passed 3 to 0.
(Ayes: Méndez (City of Bend), Riley (City of Bend), Shonkwiler (ODOT), Lelack (Deschutes County). Nays: None. Abstain: None.)

6. BMPO Policy Board Amended Bylaws Adoption

Materials referenced: Draft Policy Board Amended Bylaws (Attachment C in the agenda packet).
Summary of agency comments (Attachment D in the agenda packet).
A link was provided to the existing **Policy Board Bylaws (adopted 10/15/2019)**

Manager Deke reviewed the proposed amendments to the Policy Board Bylaws, noting that although the BMPO intergovernmental agreement (IGA) was still being revised, the Board could potentially vote to adopt the Bylaws at this meeting. He outlined the comments received from the City of Bend and Deschutes County regarding the proposed amendments to the Bylaws and shared Staff recommendations for addressing the concerns expressed.

The Board briefly discussed the benefits of allowing voting BMPO members the flexibility to select an alternate member from a preapproved list of alternates created in advance by the respective governing body.

The Board considered the proposed Bylaws amendments and consented to the following:

- Article III Section J unchanged and accepting changes as presented to Article IV Section H.
- Accepting proposed clarifying language in Article III Section N regarding the opportunity for the Policy Board to provide input on the BMPO Manager's annual evaluation during Executive Session.
- Revising Article IV Section H to require submission of agenda packet materials six business days in advance.
- Revising Article IX Section D to define a supermajority as four of the five voting members.
- Deleting Article III Section I and Article VII Section E.

Motion 3: Mike Riley moved adoption of the proposed BMPO Policy Board Bylaw amendments as revised. Ken Shonkwiler seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Riley (City of Bend), Shonkwiler (ODOT), Lelack (Deschutes County). Nays: None. Abstain: None.)

7. State Highway Fund (SHF) Program: Project Application Criteria Update

Materials referenced: Memo, SHF Project Application Criteria and Scoring (Attachment E in the agenda packet).

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

Senior Planner Napoli provided background on previous SHF Project Application processes and presented the Technical Advisory Committee's recommendations to the Policy Board for updating the application criteria and scoring for the upcoming Call for Projects beginning in September 2025.

Questions and comments were addressed about scoring applications without requiring a cost comparison to project alternatives; providing explanatory language below each criterion to request supporting data; examples of projects with system-wide benefits; considering project readiness, permitting, and the ability to secure funding; potentially adding more language about project readiness in the application; further information available through funding tables in the application and presentations by the applicant to the Board; the \$350,000 in funding provided yearly by the SHF program to complete projects located within the right-of-way; criteria reflecting previous efforts to reduce vehicle miles traveled (VMTs) and other goals in the Transportation System Plan (TSP) and Metropolitan Transportation Plan (MTP); and the unanimous consent given by TAC members regarding the criteria recommendations.

The Policy Board considered the TAC's recommendations and consented to the following:

- Keeping Criteria 1, 2, 5, 6, and 7 unchanged.
- Moving language about project costs from Criterion 3 to the explanatory statement below.
- Revising Criterion 3 to state "Project increases system efficiency and/or reliability without increasing lane capacity and demonstrates system-wide benefit."
- Deleting Criteria 8 and 9.

Staff would provide the revised language to Board members for review before beginning the 2025 Call for Projects.

Senior Planner Napoli requested the Board consider allowing the BMPO Manager to make minor adjustments to funding awards without approval from the Policy Board. She described reasons for adjusting funding amounts and confirmed funds remaining after projects were completed would be returned to the BMPO for reallocation.

Motion 4: Mike Riley moved to approve the project application criteria and scoring for the 2025 Call for Projects as amended. Nick Lelack seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Riley (City of Bend), Shonkwiler (ODOT), Lelack (Deschutes County). Nays: None. Abstain: None.)

Motion 5: Mike Riley moved to authorize the BMPO Manager to adjust SHF awards by up to ten percent or \$25,000, whichever is less, as needed. Ken Shonkwiler seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Riley (City of Bend), Shonkwiler (ODOT), Lelack (Deschutes County). Nays: None. Abstain: None.)

8. Riverfront Street Design Project Update

Materials referenced: A link was provided to the [Riverfront Street Design project webpage](#).

Senior Planner Napoli noted funding for the Riverfront Street Design project was provided by Surface Transportation Block Grant (STBG) funds that were returned to the BMPO after being awarded to a previous project that did not use the funds.

Brad Tower presented an update on the Riverfront Street Design Project outlining the project area, goals and current design specifications, funding status, and timeline. He reviewed topics of public input used to inform design alternatives, with the public showing favor to the one-way road design concept. He shared proposed designs for Riverfront St, a raised pedestrian crossing at Galveston Ave, and a 10-foot-wide path connecting the Deschutes River Trail. He noted the design was at nearly 30 percent completion, and solutions to address stormwater in the area were still being considered.

Questions were addressed about designing vertical stormwater drainage to keep the river from surging into stormwater facilities; the vague project cost estimate of single-digit millions of dollars, depending on the solution chosen for stormwater; keeping the option to receive credits for treating stormwater offsite as a last resort; Bend Park and Recreation District's report of permeable surface stormwater solutions requiring heavy maintenance; the inability to break the trail project into separate phases due to its integral nature; and the possibility to complete quick-build projects for traffic calming in the area if funding was allocated.

9. Community Member Appointments for BMPO Committees

Materials referenced: Applicants and Terms (Attachment F in the agenda packet).

Chair Méndez and ODOT representative Omar Ahmed met previously to review the applications for community member appointments to BMPO committees and decided to recommend reappointing Greg Bryant to serve on the Budget Committee, and appointing Sydney Forbes to serve on both the Budget Committee and Technical Advisory Committee. Chuck Arnold was thanked for his invaluable service on BMPO Committees.

Motion 6: Mike Riley moved to appoint Greg Bryant and Sydney Forbes to the Budget Committee and Sydney Forbes to the Technical Advisory Committee to serve the terms as presented. Ken Shonkwiler seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Riley (City of Bend), Shonkwiler (ODOT), Lelack (Deschutes County). Nays: None. Abstain: None.)

10. Letter of Support for the City of Bend's Grant Application

Materials referenced: Letter of Support for the City of Bend's SS4A FY25 grant application (Attachment F in the agenda packet).

Manager Deke requested the Board to authorize signing a Letter of Support for the City of Bend's Safe Streets and Roads for All grant application. The City would use the funds to upgrade communications software for fire and ambulance dispatch in the surrounding service area and purchase equipment for emergency onsite blood transfusions.

Motion 7: Mike Riley moved to authorize the Policy Board Chair to sign the Letter of Support for the City of Bend Safe Streets and Roads for All FY25 grant application. Nick Lelack seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Riley (City of Bend), Shonkwiler (ODOT), Lelack (Deschutes County). Nays: None. Abstain: None.)

11. Other Business

Fatality review process: Chair Méndez reported on an individual being struck and killed by a vehicle in the ACE Hardware parking lot on Third St and on a local child recently being hit by a neighbor's vehicle at low speed. He was concerned about accidents that were overlooked and not incorporated into statewide statistics because they occurred on private property or were not reported. He suggested creating a review process to consider local transportation policy implications when a fatality or serious injury occurred.

Ken Shonkwiler talked about the All Roads Transportation Safety Program ODOT used to review fatalities and serious injuries every two years and described a separate program dedicated to reviewing bicycle and pedestrian fatality information immediately to inform implementation of low-cost safety countermeasures such as striping or signage.

Manager Deke recommended allowing Staff to research how fatality review was conducted elsewhere and craft a review system that would make sense locally, potentially incorporating it into the Work Program and/or the upcoming Transportation Safety Action Plan update process.

State Transportation Package: Manager Deke stated additional legislative hearings were held this week resulting in over twenty new amendments to the transportation bill, adding another hearing would be held this afternoon. Significant progress would be needed within the next few days to move the transportation bill forward during this session.

The next scheduled meeting of the Policy Board would be July 18, 2025, at 12:00 p.m. Potential upcoming topics were reviewed.

12. Public Comment

Chuck Arnold thanked the Board for the opportunity to serve on the Budget Committee and noted his willingness to serve in the future as needed.

13. Adjourn

Chair Méndez adjourned the meeting at 1:35 p.m.

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FLAP Funded Projects in Deschutes County: 2013-2021

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost	FLAP Approved
2013	Replacement of Fall Creek Bridge on Cascade Lakes Highway (FS Route 46)	Cascade Lakes Highway, FS Route 46	Capital Improvement	Replace existing bridge. Raise road grade to accommodate new bridge height.	\$ 1,141,504	\$ 1,100,000
2014	Cascade Lakes Highway Chip Seal	Cascade Lakes Highway	Surface Preservation	Chip seal the existing road surface from Mount Bachelor to Elk Lake. Project also includes striping of the new surfacing and replacement of damaged signs and signs that do not meet current standards.	\$ 588,642	\$ 300,000
2015	Cascade East Transit Winter Shuttle	Cascade Lakes Scenic Byway	Transit	Limited-duration transit operations and two new buses to complete the CET winter recreation shuttle. Conduct transit feasibility study.	\$ 360,200	\$ 323,207
2015	Paulina Lake Road Chip Seal	Paulina Lake Road, USFS Route 21	Surface Preservation	Chip seal the existing road surface from Highway 97 to the end of County maintenance. Project will include striping of the new surfacing, installation of new shoulder material and replacement of damaged signs and signs that do not meet the current standards.	\$ 1,193,099	\$ 601,549
2015	South Century Drive Chip Seal	South Century Drive, USFS Route 42	Surface Preservation	Chip seal the existing road from Maxwell Bridge to the end of County maintenance at the intersection with Burgess Road. Project will include striping of the new surfacing, installation of new shoulder material and replacement of damaged signs and signs that do not meet the current standards.	\$ 737,819	\$ 373,910
2015	Spring River Road / River Summit Drive Chip Seal	Spring River Road USFS 40, River Summit Drive USFS45	Surface Preservation	Chip seal Spring River Road from the USFS boundary to the intersection with River Summit Drive, and on River Summit Drive from Spring River Road to the intersection with Century Drive which is the end of County maintenance. Project will include striping of the new surfacing, installation of new shoulder material and replacement of damaged signs and signs that do not meet the current standards.	\$ 949,041	\$ 479,521

FLAP Funded Projects in Deschutes County: 2013-2021

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost	FLAP Approved
2016	US 97: S Century Dr to USFS Boundary	The Dalles - California Hwy (004)	Capital Improvement	Plan, design and construct a four-lane divided highway with wildlife crossing improvements, upgraded signs and guardrails, rumble strips and durable striping; to tie into and match the four-lane divided highway located immediately to the north of the proposed project. The portion of the project that will use FLAP funding includes a 2-stage crossing at the Vandevert/Lambertiana (FS 9720) and US 97 Intersection by using a divided median to accommodate turning movements, and access to the DNF within the project limits.	\$ 3,262,429	\$ 2,927,378
2016	US 20 @ Barclay (Sisters) Roundabout	Santiam Highway/ US 20	Capital Improvement	Construct a single-lane roundabout at the intersection of US20@Barclay in the City of Sisters and within the Deschutes National Forest. The roundabout will reduce conflicts among vehicles, bicyclist and pedestrians while improving traffic flow for all users. It will also improve access to and from the Barclay/Locust alternate route and better access for the McKenzie Pass -Santiam Pass National Scenic Byway.	\$ 4,789,322	\$ 962,054
2016	Cascade Lakes Highway Chip Seal	Cascade Lakes Highway	Surface Preservation	Chip seal existing road surface from Elk Lake south to the Klamath County Line (end of maintenance). Project will also include striping of the new surface and replacement of damaged signs and signs that do not meet current standards.	\$ 1,787,832	\$ 1,345,874
2016	George Millican Road Chip Seal	George Millican Road	Surface Preservation	Chip seal existing road surface along with striping of the new surface from the intersection with Reservoir Road located in Crook County to the intersection with Highway 20 located in Deschutes County. Three cattle guards will be installed on the OHV connections to the road along with new signing designated for the Millican Plateau/North Millican OHV Trail System.	\$ 747,028	\$ 383,514

FLAP Funded Projects in Deschutes County: 2013-2021

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost	FLAP Approved
2016	HWY 372 Haul Trail Undercrossing Project	Cascade Lakes Scenic Byway, Century Drive Highway, State Highway 372	Capital Improvement	The Hwy 372: Haul Trail Undercrossing Project will construct a new 14' paved undercrossing of Hwy 372/Cascade Lakes Scenic Byway at the Rimrock Trailhead. The new undercrossing will provide safe, grade-separated access to the Cascade Lakes Welcome Station on the north side of the Scenic Byway and other high-use federal recreation sites in the DNF.	\$ 700,000	\$ 628,110
2016	Bend Haul Road Trail Improvements	Cascade Lakes Scenic Byway, SR 372, Local Street	Capital Improvement	The Bend Haul Road Trail Project will improve the original 2-mile stretch of the Haul Road Trail and will extend the paved path from its current terminus to the Bend City limits, where the USFS is currently constructing a 3.4-mile extension of the path. Improvements will include reconstruction of the existing pavement and sub-base, safety improvements at intersections, and paving of a currently-unpaved segment of the path. This project will evaluate the at-grade intersections along the path and develop safety improvements.	\$ 2,482,460	\$ 1,100,000
2016	US 97: Multi-Use Trail Planning Study (Baker/Knott Road - Lava Lands Visitor Center)	The Dalles - California Hwy, State Highway 004, US 97	Planning	Identify and evaluate planning corridors for a bicycle and pedestrian multi-use trail connecting Bend to the Lava Lands Visitor Center along the US 97 corridor. An environmental evaluation of the selected trail alignment will be performed to position the multi-use trail for future design, engineering, and construction funding. The study will also investigate trailhead parking alternatives in the Baker/Knott Road vicinity, as well as opportunities to integrate trailhead parking concepts with CET transit service to facilitate multi-modal user experiences. The proposed US 97 Multi-Use Trail would provide safe, convenient, and direct nonmotorized access for all ages and abilities to the Deschutes National Forest and other high use federal recreation sites such as the Lava Lands Visitor Center, Newberry National Volcanic Monument, and other popular destinations, and would provide an attractive alternative to walking and bicycling on the shoulders of US 97.	\$ 270,000	\$ 242,271

FLAP Funded Projects in Deschutes County: 2013-2021

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost	FLAP Approved
2016	Cascade Lakes Highway Bicycle Facilities Evaluation and Master Plan	Cascade Lakes Highway	Planning	This project will study the use of the facility by various modes and recommend near, medium, and long term safety improvements and operational strategies for the entire length of the facility.	\$ 100,000	\$ 89,730
2018	OR 242: McKenzie Pass Pavement Preservation Project (MP 77.30 - 92.22 / Z92.03)	McKenzie Highway State Route 015 OR 242	Capital Improvement	Improve conditions for people driving and bicycling by resurfacing the roadway between Dee Wright Observatory and US 20, rebuilding shoulders and bike lanes where they are degraded or substandard, removing safety hazards adjacent to travel lanes, and replacing or repairing signs and warning systems throughout the corridor. Project also includes the installation of accessible bathrooms at Cold Springs Campground and Picnic Site at the Dee Wright Observatory, bicycle parking at Dee Wright Observatory, and pullouts and interpretive panels throughout the corridor	\$ 4,482,060	\$ 3,930,257
2018	US 97: Lava Butte to La Pine Multi-Use Path Planning Study	The Dalles-California Highway State Highway 004 US 97	Planning	Identify and evaluate planning corridors for a bicycle and pedestrian multi-use path connecting Lava Butte to La Pine along the US 97 Corridor. The study will complete an environmental assessment, identify and evaluate path alignment alternatives, engage stakeholders in selection of a preferred path alignment, and complete preliminary design for the proposed path. This planning study will be used to position the multi-use path for future design, engineering and construction funding.	\$ 426,230	\$ 382,456
2018	Bend to Mt. Bachelor and Devils Lake Summer Transit Service	Cascade Lakes Scenic Byway Forest Route 46	Transit	Funding to operate a two-year summer transit service pilot project between Bend and Mt. Bachelor and Devils Lake on the Deschutes NF, with stops at popular trailheads and Sno-Parks. A circulator bus will also provide frequent service from the Mt. Bachelor parking lot to Devils Lake trailhead, with stops at Todd Creek, Sparks Lake, and Green Lakes/Soda Creek trailheads.	\$ 265,714	\$ 238,425

FLAP Funded Projects in Deschutes County: 2013-2021

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost	FLAP Approved
2018	US 97: Baker/Knott Road to Lava Butte Multi-Use Path	The Dalles - California Highway State Highway 004 US 97	Enhancement	Design and construct a multi-use path connecting Bend to the Lava Lands Visitor Center along the US 97 corridor. This project also includes a pedestrian undercrossing should the preferred path alignment require east-west connectivity across US 97. The project will build upon the US 97: Multi-Use Trail Planning study funded by FLAP in 2016.	\$ 6,126,050	\$ 5,496,905
2021	US97 Romaine Village Way to Lava Butte	US97	Surface Preservation	This project will repave US 97 between Romaine Village Way south of Bend to Lava Butte. This section of highway is a key route in connecting communities and visitors to the Deschutes National Forest and key recreation destinations accessed off US 97.	\$ 8,281,526	\$ 10,765,984
2021	Three Creeks Road MP0.5-4.2 Improvements	Three Creeks Road	Capital Improvement	Widen the existing roadbed to a width of 30 feet to accommodate paved bikeways in both directions, rehabilitating the existing pavement with a 3-inch overlay coupled with localized full-depth repairs, and performing safety improvements including pavement markings, delineation and signage. The Project will also include removal of the Three Sisters Canal Bridge (BR #16060).	\$ 2,897,065	\$ 3,081,869
2021	OR126 MP0.0-1.6 Improvements	Buckhorn Road	Capital Improvement	The Buckhorn Road: OR 126 to milepoint (MP) 1.6 road improvement project is a 1.6-mile-long segment of Buckhorn Road which is a two-lane, two-way roadway surfaced with aggregate. The project includes widening the existing roadway to a paved width of 30 feet with 2-foot aggregate shoulders, and constructing new asphalt pavement and crushed rock base within the roadbed. The Project is Phase 1 of a larger road improvement for the entire length of Buckhorn Road from OR 126 to NW Lower Bridge Way.	\$ 2,121,103	\$ 1,511,710

FLAP Funded Projects in Deschutes County: 2013-2021

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost	FLAP Approved
2021	Cascade East Transit Route 18 Winter Shuttle	Cascade East Transit Route 18	Transit	CET in partnership with the DNF and Mt. Bachelor, is pursuing FLAP funding to support transit operations and replace six vehicles that have met their useful lives to serve Route 18, Central Oregon's winter recreation service. The continuation of this transit service will provide an opportunity to identify transportation needs at other recreation destinations in the Deschutes National Forest for future service and integrate Route 18 as a consistent, sustainable part of the overall regional public transit system.	\$ 1,850,000	\$ 1,829,460

Totals \$ 45,559,124 \$ 38,094,184

Forest Highway Program (preceded FLAP)

Major Projects in Deschutes County

Year	Project Name	Route Name	Type	Work Summary	Total Project Cost*	FHP Approved
2006	Sunriver to Mt Bachelor	Forest Rd 40 and Forest Rd 45	Capital Improvement	Reconstruct 1.75 miles of Forest Rd 40 and 11.6 miles of Forest Rd 45. Includes shoulder widening, striping, and new signs.	\$ 12,000,000	\$ 10,700,000
2012	Hwy 372 (Century Drive)	Hwy 372 (Century Drive)	Surface Preservation	Repave Hwy 372 (Century Drive) from Bend City Limits to Mt Bachelor. Includes striping and new signs.	\$ 10,255,000	\$ 10,230,000
2013	Skyliners Road	Skyliners Road	Capital Improvement	Reconstruct Skyliners Road from Bend City Limits to Tumalo Creek. Includes shoulder widening, striping and new signs.	\$ 11,125,000	\$ 10,000,000
					<i>Totals</i> \$ 33,380,000	\$ 30,930,000

*Draft costs

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News from the City of Bend

BMPO Transportation Project Amendments - Public Comment Period

Post Date: 07/18/2025 10:00 AM

News Release

For Immediate Release

July 18, 2025

BMPO Notice of Metropolitan Transportation Improvement Program (MTIP) Amendments

21-Day Public Comment Period Open through August 7, 2025

The [**Bend Metropolitan Planning Organization \(BMPO\) Policy Board**](#) will consider approval of two amendments to the [**2024-2027 MTIP**](#) at their regularly scheduled meeting on August 15, 2025, at 12:00 p.m. Public comments can be submitted via email for the next three weeks to [**kkennedy@bendoregon.gov**](mailto: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 Amendment

PROJECT NUMBER	PROJECT NAME & DESCRIPTION	NEW PROJECT TOTAL	CHANGES
22306	Central Oregon Transit Planning Support. Project funding a service contract to support Transit planning for software (TBEST - Transit Boarding Estimation Tool).	\$ 0	Cancel project, funding no longer needed.

PROJECT NUMBER	PROJECT NAME & DESCRIPTION	NEW PROJECT TOTAL	CHANGES
22442	Sisters and Bend Curb Ramps. Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	\$ 8,813,250.34	Reduce the construction phase by \$8,256,095.66, due to favorable bid. Savings will be returned to the ADA program.

Sign up to have notifications sent directly to your inbox through the [Subscribe page](#). From the News list, select "Bend MPO".

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Bend Metropolitan Planning
Organization Technical Advisory
Committee (TAC)

AMENDED BYLAWS

Effective August 15, 2025

Article I

Name

This Committee shall be known as the Technical Advisory Committee ("TAC") to the Bend Metropolitan Planning Organization ("BMPO"). The TAC was established in October 2004.

Article II

Purpose

The purpose of the TAC is to:

- Provide technical expertise in determining work program needs and major regional transportation studies to be undertaken;
- Assist in the development of plans, policies, and projects related to the regional transportation system of the BMPO area;
- Provide a forum for technical critique and input on the products and processes associated with the regional transportation planning program for the BMPO area; and
- Provide a coordinated, interdisciplinary technical perspective to the development and implementation of regional transportation planning activities.

Article III

Responsibilities

Responsibilities of the TAC include:

- A. Annually review work program objectives, assist in development of the Unified Planning Work Program (UPWP), and make a formal recommendation to be forwarded to the Policy Board for adoption.
- B. Review the Metropolitan Transportation Plan (MTP) document, amendments, and Refinement Plans as required, recommend changes as necessary, and make a

formal recommendation to be forwarded to the Policy Board for adoption.

- C. Coordinate and review the development and production of the BMPO Metropolitan Transportation Improvement Program (MTIP), identify appropriate amendments as necessary, and make a formal recommendation to be forwarded to the Policy Board for adoption.
- D. Assist in reviewing work programs and study designs and recommend priorities of technical studies to carry out work programs.
- E. Review technical aspects of plans and studies at key decision points.
- F. Direct technical studies as necessary.
- G. Conduct other technical activities as required or requested by the BMPO Policy Board.

Article IV

Membership - Voting

- A. The TAC shall consist of the following members or their designees:

Bend-La Pine Schools - 1 member
Bend Park and Recreation District – 1 member
Cascades East Transit – 1 member
Community members – 2 members
Commute Options – 1 member
City of Bend – 1 member
Deschutes County – 1 member
Deschutes County Bicycle and Pedestrian Advisory Committee – 1 member
Oregon Department of Transportation – 1 member
Oregon State University-Cascades – 1 member
BMPO Manager (nonvoting)
Central Oregon Community College (nonvoting)
Department of Land Conservation and Development (nonvoting)
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)

All TAC members or designees, except Community members, shall be staff of the listed entities and shall be appointed by the entity. Community members shall be appointed by the BMPO Policy Board.

The BMPO Policy Board may appoint nonvoting members that represent alternate travel modes, the business community, freight community, or other interests deemed appropriate. Nonvoting members can participate in all

discussions and deliberations of the TAC. Nonvoting members shall have no vote and shall not make or second motions.

B. Community members

1. The BMPO Policy Board shall seek Community members through an application process.
2. A subcommittee of the Policy Board shall review the applications and make a recommendation to the full Policy Board for consideration and approval. Subcommittee meetings shall comply with the Oregon's Public Meetings Laws.
3. Community members shall serve staggered 3-year terms ending on June 30 to align with the business years of the BMPO.
4. Community members may be reappointed for a second consecutive term. Policy Board consideration of reappointment of a community member to a second consecutive term does not require completion of the application process.
5. Community members interested in serving more than 2 consecutive terms must participate in the standard application process in order to be considered.
6. During consideration for appointment, the Policy Board may give preference to applicants who also serve, or have applied to serve, as community members on the Budget Committee.
7. A Community member with four or more total absences from regular meetings during a twelve-month period may be removed from the TAC at the discretion of the BMPO Policy Board.
8. Community members should reside within the BMPO boundary. The BMPO Policy Board may, at its discretion, appoint members that reside outside the BMPO boundary if they are from areas that could become part of the BMPO or be directly impacted by projects planned by the BMPO.

C. A quorum shall consist of a majority of voting members. Upon declaration that a quorum exists, a majority of votes from voting members in attendance at the meeting shall constitute a formal decision of the committee. Phone participation, when possible, will be considered as attendance and therefore count toward the number for a quorum.

D. The BMPO Manager or designee will act as the Chair.

E. The Chair of the TAC shall coordinate with existing committees, appoint subcommittees as required, and specify assignments and deadlines of subcommittee reports.

F. Voting shall be conducted according to *Robert's Rules of Order*.

Article V

Meetings

Regular meetings shall be held monthly at a date and time established by the majority of the TAC members. However, meetings may be held on an "as needed" basis and may be cancelled if there are insufficient agenda items. Notice of cancellation of or change of meeting date or time shall be at least five (5) business days in advance of the regularly scheduled meeting. All meetings shall be conducted in accordance with the most current version of *Robert's Rules of Order* and Oregon's Public Meetings Law.

Article VI

Bylaws Amendments

- A. Amendments to the Bylaws may be considered at any regular meeting of the TAC, provided that written notice of the proposed amendment is delivered, via U.S. mail or email, to each member of the committee not less than five (5) calendar days prior to such meeting.
- B. The TAC shall review the proposed amendments and make a recommendation to the BMPO Policy Board regarding adoption, by a majority vote, of the amended Bylaws, with or without modifications to the proposal.
- C. The Policy Board may adopt the amended TAC Bylaws by simple majority vote, following consideration of the TAC recommendation.



Response to Docket No. DOT-OST-2025-0468

Re: Request for Information – Advancing a Surface Transportation Proposal that Focuses on America’s Most Fundamental Infrastructure Needs

LOCATION

710 NW Wall Street
Downtown Bend

MAILING ADDRESS

PO Box 431
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BMPO POLICY BOARD

Ariel Méndez, Chair
City of Bend, Councilor

Phil Chang, Vice-Chair
Deschutes County, Commissioner

Melanie Kebler
City of Bend, Mayor

Mike Riley
City of Bend, Councilor

Omar Ahmed
ODOT, Central Oregon and Lower John Day Area Manager

BMPO STAFF

Tyler Deke, AICP
Manager

Andrea Napoli, AICP
Senior Planner

Kelli Kennedy
Program Coordinator

August 15, 2025

Ariel Méndez, Chair
BMPO
710 NW Wall Street
Bend, OR 97702

Dear Secretary Duffy,

Thank you for the opportunity to submit comments in response to the Request for Information (RFI) (Docket No. DOT-OST-2025-0468) on the development of the next surface transportation authorization.

Who We Are

The Bend Metropolitan Planning Organization (BMPO) coordinates transportation planning for more than 115,000 Oregon residents, with the area forecast to add another 40,000 residents over the next 20 years. At the BMPO, we oversee more than \$1.5 million annually in federal and state transportation funding. Guided by a Policy Board of local elected officials and supported by professional planning staff, we ensure federal and state dollars are invested strategically to improve the transportation system in the BMPO area.

What We Need

Local governments own over 75% of roads, more than half of bridges, and most public transit systems. Yet, they receive just 14% of federal transportation funds, despite being closest to the needs of businesses and residents. A more balanced, streamlined system is needed – one that empowers regions to invest in projects that deliver real economic value, improve safety, and support long-term competitiveness.

We applaud USDOT for initiating this RFI and offer the following recommendations, based on our direct experience in implementing federal surface transportation policy. Our priorities align with the Association of Metropolitan Planning Organizations (AMPO), the Local Officials in Transportation (LOT) Coalition, and reflect the needs of MPOs nationwide. They are organized by the four major themes outlined in the RFI.

Theme 1: Enhancing Transportation Safety

Prioritize Safety. Our member agencies have aggressively worked to improve transportation system safety through capital investments, installation of innovative

technologies, enhanced police enforcement, and public education. Even with these combined efforts, too many people continue to be killed or injured on our transportation system. We strongly support continued funding to implement the safety programs and projects identified in our locally developed and data driven safety action plans. Additional funding is needed to continue this multi-pronged approach.

Improve Bridge Conditions. Locally owned bridges make up about half of all US bridges but are twice as likely to be in poor condition compared to state-owned bridges. Additionally, a significant percentage of culverts are in poor or critical condition. Functioning bridges and culverts are critical components of the transportation system and support a healthy economy. We encourage continued growth of the Bridge Formula Program.

Theme 2: Accelerating Project Delivery

Modernizing Funding Mechanisms for Effective Regional Delivery. As the federally designated entity responsible for regional transportation planning, we support reforms that grant MPOs the option to serve as direct recipients of Metropolitan Planning (PL) funds, with an opt-out option. Additionally, all MPOs should have a meaningful role in project selection to ensure federally funded projects reflect local priorities and deliver the greatest benefit to communities while reaching national goals.

Allowing for Carryover of Federal Funds. Many projects, such as our local Reed Market Road/BNSF Railway grade separation project, require extensive coordination and span multiple fiscal years. Often, these critical efforts cannot align neatly with the federal fiscal calendar. We support allowing the carryover of federal funds from one fiscal year to the next to ensure uninterrupted progress on essential long-term projects, promoting consistent infrastructure improvements that enhance safety, transportation system operations, and economic vitality for residents.

Theme 3: Increasing Opportunities Through Investment in Transportation Infrastructure

Increase Planning Funds to Meet Federal Planning Requirements. Planning is the foundation of effective project delivery. Despite expanded planning responsibilities and requirements, PL funds remain below 1% of total formula-based funding. We are responsible for efforts such as development and maintenance of the Metropolitan Transportation Plan, regional Intelligent Transportation Systems Plan, and Transportation Safety Action Plan. These activities require sophisticated modeling, public engagement, and interagency coordination. We advocate for an increase in the total amount of PL funds and an increase in the federal share to adequately meet the needs of the evolving role of MPOs.

Reducing Local Match for Federal Transportation Programs. We are tasked with developing federally required transportation plans that guide over \$600 million in public investments and are central to meeting national performance goals. Yet, we must secure local funds to access the planning resources needed to carry out these obligations. For our planning area, project funds are diverted to meet match requirements. Reducing match requirements also supports rural, small, and economically distressed communities and regions that struggle to access critical federal funds.

Establish Dedicated Formula Funding for Rural Transportation Planning. In Oregon, Area Commissions on Transportation (ACTs) play a vital role in regional and rural transportation planning but lack consistent funding. A dedicated formula program for ACTs and Regional Transportation Planning Organizations, modeled on PL funding yet separate in source, would strengthen rural project delivery, regional coordination, and safety outcomes.

Central Oregon has consistently been one of the fastest growing areas in the state and in the US. Providing a safe and reliable transportation system is critical to the ongoing growth and economic success of the area.

Maintain and Preserve the Transportation System. Cities, counties, and states face significant funding challenges to maintain and preserve our aging transportation systems. For example, the Oregon DOT owns over 2,700 bridges but current funding only allows replacement of three bridges per year. That is a replacement cycle of over 900 years. Most bridges have a design life of 75-100 years. Without additional funding, bridges throughout the state will deteriorate and require weight limitations. This will hinder freight movement and limit economic activity. Locally, the City of Bend has an \$82 million deferred maintenance backlog on its roadway system. The city has been proactive and implemented a new funding source, but additional funding is needed. These same situations exist throughout the US. Additional funding through established formula programs is needed to address these issues.

Theme 4: Strengthening Partnerships with States and MPOs

Strengthen Requirements for State Coordination with MPOs Throughout All Phases of Planning and Programming. MPOs build partnerships at the local, regional, and state levels that allow projects of national and regional significance to advance. MPOs bring local insight, data, and expertise to the table and are essential to identifying the projects that offer the greatest value to their regions. Clearer statutory requirements would reduce duplication and support better coordination.

Recognize Local Governments as Co-owners of the National Transportation System, with the Authority to Lead Regional Investment Decisions. Local and regional governments are accountable to the people they serve and are best equipped to identify and respond to regional needs. Strengthening their role will lead to more responsive planning and more efficient project delivery.

In Summary

As the first step in project development, MPOs are positioned to turn national priorities into regional action. We conduct data-informed planning, convene diverse stakeholders, and coordinate across jurisdictions to promote accountability and efficiency. We respectfully urge USDOT and Congress to strengthen the role of MPOs and local governments as co-implementers of the federal transportation program.

Thank you for the opportunity to contribute to this process. We value our partnership with USDOT and look forward to continuing to work together as collaborative partners throughout this process.

Sincerely,

Ariel Méndez, Chair
BMPO
541-693-2113
amendez@bendoregon.gov

Bend Metropolitan Planning Organization

Committee Stipend Policy

OVERVIEW

The Bend Metropolitan Planning Organization (BMPO) is charged by the federal government with maintaining and conducting continuing, comprehensive, and cooperative transportation planning processes. Community participation and feedback is integral to such processes.

One of the most significant barriers to community engagement is unpaid time for participation activities. The BMPO believes that providing citizen members of the Technical Advisory Committee (TAC) and other eligible BMPO committees or work groups with the option to enroll in a BMPO Stipend Program will help reduce economic barriers and expand opportunities for more diverse community participation.

Pursuant to [ORS 294.905](#), members of the BMPO Budget Committee shall receive no compensation for their services as members of such committee.

PURPOSE

The purpose of the BMPO Stipend Program is to reduce economic barriers to participation and expand opportunities for more members of the community to be involved in transportation planning processes. The inclusion of more diverse community member perspectives will support better-informed decision-making in transportation planning.

SCOPE AND ELIGIBILITY

This policy allows a stipend of \$40 to be paid for each scheduled committee meeting attended, not to exceed \$500 per calendar year per eligible person. This annual limit applies to member services across eligible BMPO committees as well as City of Bend committees. The stipend helps cover assumed costs of volunteering , such as travel, parking, stable internet connection, and other expenses.

Permanent, citizen members of eligible BMPO committees/the BMPO TAC are eligible to enroll in the BMPO Stipend Program provided they are not:

- Already being paid by another organization or company for their member time and/or services.
- An employee of the City of Bend.

GENERAL PROCEDURES

Enrollment

Citizen members will be contacted by BMPO staff within two weeks after being appointed to an eligible BMPO committee. Staff will provide the member with program and enrollment information.

Enrollment in the program is optional, and eligible participants may opt in or out at any time during their term of service. To enroll, eligible members must complete the required enrollment form and submit it to BMPO staff. If an eligible member does not submit an enrollment form, it will be assumed they have declined enrollment until further notice.

Typically, a member's enrollment in the program is considered effective on the date they submit a completed enrollment form to the BMPO office. However, a retroactive enrollment date may be allowed for up to 60 days prior to form submittal date provided the following criteria are met:

- The member met all other eligibility requirements beginning on the effective date.
- The effective date and form submittal date within the same fiscal quarterⁱ.

Method of Payment

Stipends will be paid in the form of pre-paid debit cards, which will be mailed to eligible recipients within 5-10 business days after each scheduled meeting the member has attended. To reduce hardship, participants may request to receive stipend payments in-person on the day of the scheduled meeting. Such requests need to be submitted to BMPO Staff at least 3-7 business days prior to the meeting date to which the request applies.

Responsibility

BMPO staff will work with City staff to coordinate the timely completion of tasks associated with implementation and maintenance of the BMPO Stipend Program. This includes purchasing, storing, and issuing the pre-paid debit cards as well as ongoing tracking, budgeting, and invoicing.

ⁱ The fiscal quarters run from July 1 to September 30, October 1 to December 31, January 1 to March 31, and April 1 to June 30.



Policy

BMPO Committee Stipend Program

The Bend Metropolitan Planning Organization (BMPO) is charged by the federal government with maintaining and conducting continuing, comprehensive, and cooperative transportation planning processes. Community participation and feedback is integral to such processes.

One of the most significant barriers to community engagement is unpaid time for participation activities. The BMPO believes that providing community members of the Technical Advisory Committee (TAC) and other eligible BMPO committees or work groups with the option to enroll in a BMPO Stipend Program will help reduce economic barriers and expand opportunities for more diverse community participation.

Pursuant to **ORS 294.905**, members of the BMPO Budget Committee shall receive no compensation for their services as members of such committee.

I. Purpose

The purpose of the BMPO Stipend Program is to reduce economic barriers to participation and expand opportunities for more members of the community to be involved in transportation planning processes. The inclusion of more diverse community member perspectives will support better-informed decision-making in transportation planning.

II. Scope

This policy allows a stipend of \$40 to be paid for each scheduled committee meeting attended during the member's term of service, not to exceed \$500 per calendar year per eligible person. This annual limit applies to member services across eligible BMPO committees as well as City of Bend committees. The stipend helps cover the assumed costs of volunteering, such as travel, parking, stable internet connection, and other expenses.

Permanent community members of eligible BMPO committees, such as the BMPO TAC, are eligible to enroll in the BMPO Stipend Program provided neither of the following statements are true for the member:

- Already being paid by another organization or company for their time and/or services as a member of the committee.
- An employee of the City of Bend.

III. Definitions

Fiscal Quarter: fiscal quarters run from July 1 to September 30, October 1 to December 31, January 1 to March 31, and April 1 to June 30.

IV. Policy Terms & Provisions

a. Enrollment

- i. Community members will be contacted by BMPO staff within two weeks after being appointed to an eligible BMPO committee. Staff will provide eligible members with stipend program enrollment information.
- ii. Enrollment in the program is optional, and eligible participants may opt in or out at any time during their term of service. To enroll, eligible members must submit the required enrollment form and any other required forms (as indicated on the enrollment form) and submit it to BMPO staff. If an eligible member does not submit the required form(s), it will be assumed they have declined enrollment until further notice.
- iii. Typically, a member's enrollment in the program is considered effective on the date they submit a completed enrollment form to the BMPO office. However, a retroactive enrollment date may be allowed for up to sixty (60) calendar days prior to the enrollment form submittal date if the following criteria are met:
 1. The member meets all other eligibility requirements as of the effective date.
 2. The effective date and form submittal date are within the same fiscal quarter.

b. Method of Payment

- i. Eligible members will select their method of payment when enrolling in the program. Available methods and timelines for stipend payments will be listed on the enrollment form.
- ii. To reduce hardship, participants may request to receive stipend payments in-person on the day of the scheduled meeting. Such requests need to be submitted to BMPO Staff at least 3-7 business days prior to the meeting date for which the request applies.

c. Responsibility

- i. BMPO staff will work with City staff to coordinate the timely completion of tasks associated with implementation and maintenance of the BMPO Stipend Program. This includes purchasing, storing, and issuing pre-paid debit cards as well as ongoing tracking, budgeting, and invoicing.

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