

Agenda

BMPO Policy Board

November 25, 2025

Hybrid Meeting

Location

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

Zoom webinar

Webinar ID: 850 4908 2573
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		Vice Chair Chang
12:04	2. Hybrid Meeting Guidelines		Tyler Deke, BMPO
12:06	3. Public Comment		Vice 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 October 17, 2025, Policy Board draft meeting minutes, as presented.</i></p>	Vice Chair
12:12	5. State Highway Fund (SHF) Program: Project Funding Awards	<p>Background Project applications submitted during the 2025 SHF Program Call for Projects were presented at the October 7 BMPO Technical Advisory Committee (TAC) meeting. (Board members are</p>	Andrea Napoli, BMPO

		<p>expected to have viewed the TAC presentation, linked below.) Applications have been reviewed, scored, and ranked against the established project application criteria, and a funding recommendation was developed by the TAC at their November 4 meeting. Staff will go over the details of this process. The Policy Board is expected to select projects for funding.</p> <p>Attachments/Links</p> <p>Attachment B: SHF memo.</p> <p>Attachment C: Public comments received.</p> <p>Link to SHF Program webpage.</p> <p>Link to October 7 BMPO TAC presentation.</p> <p>Action Requested</p> <p>Approve projects for funding.</p> <p>Recommended language for motion: <i>I move approval of projects for FY28-FY30 SHF Program funding, as presented in Scenario 1/2 [or revised].</i></p>	
1:10	6. Bend Transportation Data Program	<p>Background</p> <p>City of Bend staff are developing a comprehensive transportation data program. Staff will provide an overview of the work completed to date, next steps, and a possible BMPO financial contribution.</p> <p>Attachments/Links</p> <p>Link to Bend Transportation Data Hub webpage.</p> <p>Action Requested</p> <p>Consider providing MPO funding to purchase two mobile counters that collect bike, ped, and vehicle counts.</p> <p>Recommended language for motion: <i>I move approval of \$17,144 (or different amount) to the City of Bend to purchase two mobile counters.</i></p>	Jesse Thomas, City of Bend Tyler Deke
1:35	7. Other Business	<p>Member Updates/Requests</p> <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 Update <p>Next Meeting</p> <p>The next meeting of the BMPO Policy Board is scheduled for December 19, 2025, at 12:00 p.m.</p>	Vice Chair & Staff

1:40	8. Public Comment		Vice Chair
1:45	9. Adjourn		Vice 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: August 15, 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. Bob Townsend, Cascades East Transit (CET)
5. Chris Doty, Deschutes County
6. David Abbas, City of Bend
7. Tory Carr, City of Bend
8. Kymala Lutz, City of Bend

Notes

1. Call to Order and Introductions

Chair Méndez called the meeting to order at 12:03 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the hybrid meeting guidelines.

3. Public Comment

There were no public comments.

4. Meeting Minutes

Materials referenced: September 19, 2025, BMPO Policy Board draft meeting minutes (Attachment A in agenda packet).

Motion 1: Phil Chang moved approval of the September 19, 2025, Policy Board draft meeting minutes as presented. Omar Ahmed seconded the motion which passed 3 to 0 to 1. (Ayes: Méndez (City of Bend), Chang (Deschutes County), Ahmed (ODOT). Nays: None. Abstain: Riley (City of Bend).)

5. Fiscal Year 2026 (FY26) Budget Adjustment – Public Hearing and Adoption

Materials referenced: Issue Summary (Attachment B in agenda packet).

Resolution 2025-04 to adopt the FY26 Budget Adjustment (Attachment C in agenda packet).

A link was provided to the [BMPO Work Plan & Budget webpage](#).

Manager Deke stated the additional funds in the Supplemental Budget were due to carrying forward State Highway Fund (SHF) revenues and COVID Relief funds as well as an increase in Federal Transit Administration 5303 funds.

Motion 2: Mike Riley moved approval of the Fiscal Year 2026 Supplemental Budget by way of Resolution 2025-04. Phil Chang seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Chang (Deschutes County), Riley (City of Bend), Ahmed (ODOT). Nays: None.)

6. Earned Interest – FY26 Starting Balance Review and Allocation

Materials referenced: Earned Interest Memo (Attachment D in agenda packet).

Manager Deke stated earned interest received from holding COVID and SHF funds was currently unallocated. Staff recommended allocating \$133,000 to Reserves and \$2,000 to BMPO program costs not covered by federal funding. He described the process for requesting to use Reserves through a Budget Adjustment.

Tory Carr explained that earned interest was not currently accounted for in the Budget and allocating the money to Reserves would leave it available for the Policy Board's discretionary use in the future.

The Board discussed the benefits of keeping a healthy Reserve Fund, especially considering the uncertainty of continuing federal surface transportation funding.

Motion 3: Mike Riley moved to allocate \$133,000 of the earned interest to Reserves and \$2,000 for BMPO operating costs not covered by federal funding. Phil Chang seconded the motion which passed 3 to 0.

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

7. Bend Transportation Safety Action Plan (TSAP) Update – Consultant Contract Approval

Materials referenced: Notice of Intent to Award (Attachment E in agenda packet).

Draft Contract (Attachment F in agenda packet).

Manager Deke stated a federal Safe Streets and Roads for All grant had been received to fund the Bend TSAP update. Kittelson and Associates was selected to provide consultant services for the process beginning in October 2025 with substantial completion anticipated by April 2027.

Questions were addressed about the potential to tighten the approximately 18-month timeframe to complete the update; the previous TSAP update completed in 2019; delays due to the procurement process; including deaths within 30 days after a crash due to injuries in the definition of a crash fatality; the purpose for completing separate TSAP updates with little redundancy in the scopes of the City, County, State, and ODOT TSAPs; and potential for more frequent interim updates between TSAP updates to keep data relevant.

Board members requested a status update on the TSAP from Kittelson and Associates at the December Policy Board meeting, if possible.

Motion 4: Omar Ahmed moved to authorize a contract with Kittelson and Associates for the Bend TSAP Update in an amount not to exceed \$234,931 in substantially the form presented to the Policy Board. Phil Chang seconded the motion which passed 3 to 0.

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

8. Metropolitan Transportation Improvement Program (MTIP) Amendments

Materials referenced: Public notice with summary of the proposed amendments. (Attachment G in agenda packet).

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

Kelli Kennedy presented three amendments to the 2024 – 2027 MTIP and provided details regarding the proposed changes to a project between 1st St and 6th St on Greenwood Avenue, a multi-use trail from Baker Road to Lava Butte, and the Larkspur Path School Connection project. No comments were received during the 21-day comment period.

Omar Ahmed described the federal requirement for ODOT to commit to construction after reaching a certain point in design using federal dollars. He confirmed the construction phase for work on Greenwood Ave was only temporarily canceled and ODOT's work would tie into the City's impending new crossing design at the intersection of Greenwood Ave and 2nd St. He explained the purpose of ODOT's 2024 rebalancing effort and the increased costs of the Lava Butte Trail.

The Board discussed ensuring the multi-use trail was well connected within the City; the uncertainty of getting sidewalks and bicycle lanes along Knott Rd; the location of the multi-use path beginning at Knott Rd and ending at the High Desert Museum; the City's planning jurisdiction over Knott Rd; and the City Council Goal to begin work next year on developing a Walking Masterplan and a Biking Masterplan.

Motion 5: Mike Riley moved approval of the proposed amendments to the 2024 – 2027 MTIP as presented. Omar Ahmed seconded the motion which passed 3 to 0.

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

9. Establishment Intergovernmental Agreement (IGA) and Policy Board Bylaws – Effective Date

Materials referenced: Policy Board Bylaws Memo (Attachment H in agenda packet).

Amended Policy Board Bylaws adopted in June 2025 (Attachment I in agenda packet).

Manager Deke stated the Policy Board had recommended modifications to the BMPO Establishment IGA and directed Staff to initiate the IGA amendment process in April 2025. The Board approved changes to the Policy Board Bylaws, including changes to membership and voting structure, in June 2025. Staff met with legal counsel from the BMPO and the City of Bend and determined some components of the amended Bylaws could not go into effect until the IGA update process was complete. He presented three options for the Board's consideration, noting CET's voting-member status would be impacted.

The Board discussed the time and effort invested into updating the Bylaws; making CET an ex-officio member of the BMPO until the IGA amendment process was complete; ODOT's perspective that an IGA amendment was not necessary to include CET as a voting member; and potential quorum issues for City representatives under the existing voting structure.

The Board consented to proceed with the second option presented, which would involve approving a modified, interim version of the June 2025 Bylaws; directing Staff to initiate a 30-day agency notice period; adopting the modified Bylaws at the November 2025 meeting; continuing the IGA amendment process; and operating under June 2025 Bylaws after the IGA amendment process was complete.

10. State Highway Fund (SHF) Program Call for Projects Update

Materials referenced: 2025 SHF Program Call for Projects Update, Applications Received Memo (Attachment H in agenda packet).

A link was provided to view submitted project applications at the **SHF Program webpage**.

Senior Planner Napoli said ten applications were received during 2025 SHF Call for Projects and she provided a brief description of each project application, noting the total amount requested exceeded the SHF program's allocated funding. Next steps would include confirming project eligibility with ODOT and criteria-based application scoring by Staff and two members of the Technical Advisory Committee (TAC). The TAC would provide a funding recommendation prior to the funding being awarded at the November 21, 2025 Policy Board meeting.

Questions were addressed about not having an identified location for the Bend Traffic Garden; Staff reaching out to applicants to discern which projects would rely on full funding and which projects could move forward using partial funding or other funding sources; and the upcoming funding decision applying to Fiscal Years 2028 – 2030.

11. State Legislative Session Update and Local Implications

Materials referenced: A link was provided to [House Bill 3991 \(downloadable PDF\)](#).

Manager Deke stated a Special Legislative Session was held resulting in approval of House Bill 3991. He described increases in gas taxes, payroll taxes, registration and titling fees, per-mile or flat-rate road usage charges for electric vehicles, and changes to heavy truck taxation and ODOT accountability and oversight. He shared estimated SHF revenue increases for Bend and Deschutes County, noting ODOT financial staff believed inflation would outpace revenue growth by the next biennium. He described efforts to initiate a referendum on House Bill 3991.

Questions were addressed about tracking miles through third-party service providers; potential hurdles to tracking road usage; administrative costs incurred to collect taxes and fees; the potential to use affidavits rather than tracking devices to acknowledge miles driven outside of Oregon; the difficulty of creating a foolproof tracking system, as evidenced by cheating in freight tracking systems; and CET's plans to improve transit service in Bend using the payroll tax funding increase, despite uncertainty over administrative rules potentially being applied to the funding, which may not be available to use until Fiscal Year 2027.

The Board discussed the likelihood and potential ramifications of a referendum process being initiated regarding House Bill 3991, including discontinued funding and ODOT program reductions and layoffs.

12. 2026 Policy Board Meeting Schedule – Tentative Dates

Materials referenced: 2026 Policy Board Meeting Schedule Memo (Attachment K in agenda packet).

The Board consented to continue meeting on third Fridays of every month at 12:00 p.m.

Manager Deke confirmed Staff would reach out to ensure meeting dates in June, July, and August would be compatible with ongoing City calendar updates. Alternative meeting dates would be scheduled, if necessary.

13. Other Business

Federal Lands Access Program (FLAP) grant update: Omar Ahmed reported no new information was received regarding 2027 – 2030 FLAP grant opportunities opening.

Title VI Plan Update status: Senior Planner Napoli reported adoption of the updated Title VI Plan would be pushed out until the December Policy Board meeting to allow Staff time to include minor changes requested by ODOT in the draft document.

BMPO/City of Bend IGA: Manager Deke reported legal counsel had recommended reviewing the IGA between the BMPO and the City of Bend and updating for further clarification. A draft IGA would be brought to the Board for approval in late 2025 or early 2026.

The next scheduled meeting of the Policy Board would be November 21, 2025, at 12:00 p.m. Potential topics would include SHF program project proposal presentations and awards and Bend Transportation Data program overview and funding request.

The Board discussed studying the SHF project proposals individually prior to the meeting and having Staff present the project proposals to save meeting time.

14. Public Comment

There were no public comments.

15. Adjourn

Chair Méndez adjourned the meeting at 1:45 p.m.



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MEMO

To: BMPO Policy Board

From: Andrea Napoli

Date: 11/14/2025

Re: SHF Program, Project Selection

Background and Request

BMPO received ten project applications during the 2025 SHF Program Call for Projects with project presentations given at the October 7 BMPO Technical Advisory Committee (TAC) meeting. All projects were then scored against the established project application criteria. The resultant ranking of projects was presented to the TAC at their November 4 meeting, which was used to assist in their funding recommendation for the Policy Board. Details of this process can be found on the following pages. The Policy Board is expected to select projects for funding.

Projects Submitted

Projects seeking funding are listed below with links to each application, as well as a brief description of work to be funded. *Important Note:* The Meissner Nordic Ski Club submitted an application for a Bend-to-Meissner Sno-Park Shuttle. The project did not move forward in this process due to being ineligible for state or federal funding.

- **Commute Options, Safe Routes to School**
 - Staff time and materials to coordinate pedestrian and bicycle safety education at elementary schools (instruction and events). Additional components include 'Learn to Ride' program, hosting community events, and administering volunteer program.
- **Bend-La Pine Schools (BLS), Pedestrian Safety Education Safe Routes to School**
 - Purchase two pedestrian education mobile kits and fund .5 FTE staff position to implement youth pedestrian safety program. **11/10 Update:** BLS requests to change to contracting with Commute Options to deliver program.
- **BLS, Bend Traffic Garden**
 - Design and construct miniature streetscape intended for youth safety education.

- **Cascades East Transit (CET), Deschutes River Woods (DRW) Microtransit Pilot Project**
 - On-demand public transportation serving DRW, connecting to Bend fixed route.
- **City of Bend (COB), Travel Options Assessment, Education, and Engagement**
 - Staff time and materials to conduct a public education and outreach campaign to highlight newer multimodal infrastructure projects.
- **COB, NE 6th Street Sidewalk Connection on a Key Route and Neighborhood Greenway**
 - 2,700 linear feet (LF) of sidewalk infill between NE Innes Lane and NE Revere Avenue.
- **COB, NE Butler Market Sidewalk Connection and Enhanced Crossing for Safer Routes to School**
 - 3,750 LF of sidewalk infill, new crossing and pedestrian refuge island between NE Purcell Boulevard and NE Weeping Willow Drive.
- **COB, NE Boyd Acres Road Sidewalk Network Connection to Cooley Road**
 - 3,750 LF of sidewalk infill between Cooley Road and Double Peaks Road.
- **COB, SE American Lane Sidewalk Connection to Businesses and Schools**
 - 900 LF of sidewalk infill just south of Reed Market Lane.

TABLE 1: FUNDS ORIGINALLY REQUESTED BY FISCAL YEAR AVAILABLE (9.24.25)

Applicant and Project Title (abbrev.)	FY28	FY29	FY30	Total
Commute Options, Safe Routes to School (SRTS)	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000
BLS, Pedestrian Safety Education SRTS	\$ 59,500	\$ 53,500	\$ 61,500	\$ 174,500
BLS, Bend Traffic Garden	\$ 66,550	\$ -	\$ -	\$ 66,550
CET, DRW Microtransit Pilot Project	\$ 120,000	\$ 60,000	\$ -	\$ 180,000
COB, Travel Options Assessment, Ed. & Engagement	\$ 20,000	\$ 20,000	\$ 20,000	\$ 60,000
COB, NE 6th Street Sidewalk Connection	\$ 131,000	\$ -	\$ -	\$ 131,000
COB, NE Butler Market Sidewalk Connection & Crossing	\$ -	\$ -	\$ 310,000	\$ 310,000
COB, NE Boyd Acres Road Sidewalk Connection	\$ -	\$ 215,000	\$ -	\$ 215,000
COB, SE American Lane Sidewalk Connection	\$ 77,000	\$ -	\$ -	\$ 77,000
TOTAL REQUESTED	\$ 524,050	\$ 398,500	\$ 441,500	\$1,364,050
Total Available	\$ 313,250	\$ 313,250	\$ 313,250	\$ 939,750
Total Remaining (shortfall)	\$ (210,800)	\$ (85,250)	\$ (128,250)	\$ (424,300)

Project Application Scoring and Ranking

BMPO staff and two non-applicant TAC members reviewed and scored all applications, individually. Scoring was based on how well information in the applications and project presentations appeared to support each criterion. Project criteria are listed below.

- **Multiple Users (0-10 points):** Project increases system capacity, quality, and/or connectivity for cyclists, peds, transit users, and those who cannot drive.
- **Safety (0-6 points):** Project addresses a known safety concern or enhances safety.
- **System Efficiency (0-6 points):** Project increases system efficiency and/or reliability without increasing lane capacity and demonstrates a system-wide benefit.
- **Vehicle Miles Traveled (VMT)/Emissions Reduction (0-6 points):** Project reduces VMT and/or emissions.
- **Equity (0-6 points):** Project advances equity in transportation/provides benefit to transportation disadvantaged populations.
- **Cost Sharing/Other Funding Sources (0-3 points):** Project includes cost sharing and/or includes investment from other funding sources.

TABLE 2: CRITERIA-BASED RANKING RESULTS, HIGHEST TO LOWEST BY AVERAGE (TIES IN BOLD)

Applicant and Project Title (abbrev.)	Scorer 1 Rank	Scorer 2 Rank	Scorer 3 Rank	Average
CET: DRW Microtransit Pilot Project	1	1	1	1.0
COB: NE Butler Market Sidewalk Connection & Crossing	2	2	2	2.0
COB: NE 6 th St. Sidewalk Connection	3	3	3	3.0
Commute Options: SRTS	4	7	3	4.7
COB: Travel Options Assessment, Ed. & Engagement	5	4	5	4.7
COB: NE Boyd Acres Rd. Sidewalk Connection	4	5	6	5.0
COB: SE American Ln. Sidewalk Connection	6	6	3	5.0
BLS: Pedestrian Safety Education SRTS	6	8	4	6.0
BLS: Bend Traffic Garden	7	9	7	7.7

TAC Funding Recommendation

The criteria-based ranking results were used by the TAC to help evaluate projects at their November 4 meeting. Other factors were discussed that affect project selection, such as readiness, availability of other funding sources, and efficient use of funds/need.

The following includes the rationale behind the TAC funding recommendation shown in Table 3:

- **BLS, Bend Traffic Garden** – Do not recommend for funding due to location not yet known. SHF eligibility is dependent on location for this project (public road right-of-way) and alternate use of federal funds would increase the cost and require ODOT delivery.
- **COB, NE 6th Street Sidewalk Connection** – Do not recommend for funding. It is a high-priority City project and City will likely be able to fund with other sources, per COB staff.
- **COB, NE Butler Market Sidewalk Connection & Crossing** – Recommend BMPO fund the sidewalk infill, but not the crossing. City will likely be able to fund the crossing portion of project with other funds by the time MPO funds are available (FY30), per COB staff.

TABLE 3: TAC FUNDING RECOMMENDATION (11.4.25)

Applicant and Project Title (abbrev.)	FY28	FY29	FY30	Total
Commute Options, Safe Routes to School (SRTS)	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000
BLS, Pedestrian Safety Education SRTS	\$ 59,500	\$ 53,500	\$ 61,500	\$ 174,500
BLS, Bend Traffic Garden	\$ -	\$ -	\$ -	\$ -
CET, DRW Microtransit Pilot Project	\$ 120,000	\$ 60,000	\$ -	\$ 180,000
COB, Travel Options Assessment, Ed. & Engagement	\$ 20,000	\$ 20,000	\$ 20,000	\$ 60,000
COB, NE 6th St. Sidewalk Connection	\$ -	\$ -	\$ -	\$ -
COB, NE Butler Market Sidewalk Connection & Crossing	\$ -	\$ -	\$ 145,000	\$ 145,000
COB, NE Boyd Acres Rd. Sidewalk Connection	\$ -	\$ 215,000	\$ -	\$ 215,000
COB, SE American Ln. Sidewalk Connection	\$ 77,000	\$ -	\$ -	\$ 77,000
Total Requested	\$ 326,500	\$ 398,500	\$ 276,500	\$ 1,001,500
Total Available	\$ 313,250	\$ 313,250	\$ 313,250	\$ 939,750
TOTAL REMAINING	\$ (13,250)	\$ (85,250)	\$ 36,750	\$ (61,750)*

*Note that the TAC could not come to consensus on resolving the \$61,750 shortfall during the meeting. Staff agreed to meet with applicants individually to see if reductions were possible. Outcomes of those meetings are included in the following section.

Updates: Projects and Funding

- **BLS, Pedestrian Safety Education SRTS:** Applicant requested to revise project by contracting Commute Options to deliver BLS SRTS program and delete the original request to fund a BLS .5 FTE staff. Additionally, pedestrian safety education kits are available from ODOT and can be deleted from the requested funds.
 - **11.10.25:** Applicant submits updated cost estimate for contracting program with Commute Options and pedestrian kit roundabout add-ons (vs. full kits). Revised request is \$30,415 less than original.
 - **11.12.25:** Commute Options confirms that if both BLS and Commute Options SRTS projects are selected for funding they can program and deliver.
- **CET, Deschutes River Woods Microtransit Pilot Project:** Taking a reduced amount in second year of funding (FY29) is possible if needed, per conversation with applicant.
- **COB, Travel Options Assessment, Education and Engagement:** Slight reduction of funds per year (max. 10%) is possible with reduction in associated efforts, per conversation with applicant.
- **Commute Options, Safe Routes to School:** Slight reduction of funds per year (max. 10%) is possible with reduction in associated efforts, per conversation with applicant.

Possible Funding Scenarios Based on TAC Recommendation and Updates

Two possible funding scenarios are provided on the following pages.

Scenario 1 (see Table 4, below) proposes spreading out funding reductions and reflects:

- The TAC funding recommendation
- The revised BLS Pedestrian Safety Education SRTS program cost estimate
- A 10% reduction in FY28 and FY29 for Commute Option SRTS and COB Travel Options Assessment, Education and Engagement
- A \$17,335 reduction in FY29 for CET Deschutes River Woods Microtransit Pilot Project
- Temporary use of Reserve funds in FY29

TABLE 4: SCENARIO 1, SPREAD REDUCTIONS ACROSS PROJECTS

Applicant and Project Title (abbrev.)	FY28	FY29	FY30	Total
Commute Options, Safe Routes to School (SRTS)	\$ 45,000	\$ 45,000	\$ 50,000	\$ 140,000
BLS, Pedestrian Safety Education SRTS	\$ 46,000	\$ 48,850	\$ 49,235	\$ 144,085
BLS, Bend Traffic Garden	\$ -	\$ -	\$ -	\$ -
CET, DRW Microtransit Pilot Project	\$ 120,000	\$ 42,665	\$ -	\$ 162,665
COB, Travel Options Assessment, Ed. & Engagement	\$ 18,000	\$ 18,000	\$ 20,000	\$ 56,000
COB, NE 6th Street Sidewalk Connection	\$ -	\$ -	\$ -	\$ -
COB, NE Butler Market Sidewalk Connection & Crossing	\$ -	\$ -	\$ 145,000	\$ 145,000
COB, NE Boyd Acres Road Sidewalk Connection	\$ -	\$ 215,000	\$ -	\$ 215,000
COB, SE American Lane Sidewalk Connection	\$ 77,000	\$ -	\$ -	\$ 77,000
Total Requested	\$ 306,500	\$ 369,515	\$ 264,235	\$ 939,750
Total Available	\$ 313,250	\$ 313,250	\$ 313,250	\$ 939,750
TOTAL REMAINING	\$ 7,250	\$ (56,265)	\$ 49,015	\$ -

Scenario 2 (see Table 5, below) proposes to focus the funding reduction to one project and reflects:

- The TAC funding recommendation
- The revised BLS Pedestrian Safety Education SRTS program cost estimate
- Remove one year of funding (FY28) from **one** of the SRTS programs (BLS or Commute Options) to address shortfall
- Temporary use of Reserve funds in FY29

TABLE 5: SCENARIO 2, FOCUS REDUCTION TO ONE PROJECT

Applicant and Project Title (abbreviated)	FY28	FY29	FY30	Total
Commute Options, Safe Routes to School (SRTS)	\$ 50,000*	\$ 50,000	\$ 50,000	\$ 150,000
BLS, Pedestrian Safety Education SRTS	\$ 46,000*	\$ 48,850	\$ 49,235	\$ 144,085
BLS, Bend Traffic Garden	\$ -	\$ -	\$ -	\$ -
CET, DRW Microtransit Pilot Project	\$ 120,000	\$ 60,000	\$ -	\$ 180,000
COB, Travel Options Assessment, Ed. & Engagement	\$ 20,000	\$ 20,000	\$ 20,000	\$ 60,000
COB, NE 6th Street Sidewalk Connection	\$ -	\$ -	\$ -	\$ -
COB, NE Butler Market Sidewalk Connection & Crossing	\$ -	\$ -	\$ 145,000	\$ 145,000
COB, NE Boyd Acres Road Sidewalk Connection	\$ -	\$ 215,000	\$ -	\$ 215,000
COB, SE American Lane Sidewalk Connection	\$ 77,000	\$ -	\$ -	\$ 77,000
Total Requested	\$ 313,000	\$ 393,850	\$ 264,235	\$ 971,085
Total Available	\$ 313,250	\$ 313,250	\$ 313,250	\$ 939,750
TOTAL REMAINING	\$ 250	\$ (80,600)	\$ 49,015	\$ (31,335)*

*Delete the first year of funding (FY28) for **one** of the SRTS programs to address shortfall.



16 NW Kansas Ave, Bend, OR
www.bendbikes.org
info@bendbikes.org

11/19/2025

Bend Metropolitan Planning Organization

RE: 2025 State High Fund Applications

Chair and members of the Bend MPO Policy Board,

Thank you for the opportunity to comment on this year's Statewide Transportation Improvement Fund Discretionary (SHF) applications. Bend Bikes strongly supports funding projects that advance a Safe Systems, Vision Zero-aligned transportation network for people who walk, bike, and roll — especially for those who cannot drive.

For decades, transportation agencies approached safety through the “Three E’s”: Engineering, Enforcement, and Education. Today, based on the best research available, we know these three E’s are not equal. Ten years of national Vision Zero evidence is clear:

Engineering is the only E that consistently and measurably reduces crashes and saves lives.

- Engineering changes — sidewalks, protected bikeways, road diets, daylighting, speed management — reduce fatal and serious injury crashes by **30–80%**, regardless of individual behavior.
- Enforcement delivers only temporary compliance and raises well-documented equity concerns.
- Education is helpful for culture and skill-building, but does not reduce crashes on high-speed, car-oriented streets. It cannot overcome unsafe design.

A modern Safe Systems approach assumes human mistakes will happen — and designs streets so those mistakes are not fatal. Education cannot substitute for engineering. Telling people, including children, how to “be safer” does not meaningfully protect them on a street designed for 40 mph traffic. Only infrastructure does that.

That said, there is real value in programs that teach children how streets operate and equip them with lifelong skills to walk and bike confidently. These programs are most effective after



the infrastructure exists to support safe behavior. They are an important complement, not a replacement.

With that framework in mind, Bend Bikes recommends the MPO prioritize SHF funding as follows:

Tier 1 — Engineering & Design Projects (Highest Safety Impact)

These four projects directly eliminate sidewalk gaps and create safe, human-scale access to schools, businesses, parks, and neighborhoods. They deliver the largest safety benefit per dollar and should be fully funded before all others.

1. **NE 6th Street Sidewalk & Neighborhood Greenway (City of Bend)**
2. **NE Butler Market Sidewalk & Safer Routes Crossing (City of Bend)**
3. **NE Boyd Acres Road Sidewalk Connection to Cooley (City of Bend)**
4. **SE American Lane Sidewalk Connection (City of Bend)**

These investments directly serve children, seniors, and residents who walk and bike out of necessity, not choice.

Tier 2 — Access for People Who Cannot Drive (CET Microtransit Pilot)

5. **Deschutes River Woods Microtransit Pilot (CET)**

For Deschutes River Woods, walking and biking are not viable options today. This microtransit pilot is the only near-term mobility solution for teens, elders, disabled residents, and lower-income households who cannot drive. It aligns strongly with the MPO's equity and multimodal access goals and should be prioritized immediately after engineering projects.

Tier 3 — Education Programs (Valuable, But Least Impact on Safety)

These programs build knowledge, skills, and culture — especially for kids — and are worth funding after engineering and transit access.

6. **Commute Options – Safe Routes to School**
7. **BLPS – Pedestrian Safety Education (SRTS)**
8. **BLPS – Bend Traffic Garden**

These initiatives help children understand how roadways work, encourage active transportation, and reinforce infrastructure improvements. They are important, but they do not reduce crashes on their own.

Tier 4 — Lowest Priority

9. **City of Bend – Travel Options Assessment, Education, and Engagement**

This program has the least direct connection to safety outcomes and should be considered only if all higher-impact projects are fully funded.



Conclusion

Bend Bikes urges the MPO to prioritize engineering first, transit access second, and education third, consistent with Vision Zero, Safe Systems, and the evidence we have today. This prioritization ensures SHF dollars deliver the greatest benefit to the people who are most vulnerable on our streets — children, nondrivers, and those who must walk and bike every day. Thank you for your leadership and for considering these recommendations.

Bend Bikes
info@bendbikes.org

From: [Lorraine](#)
To: [Andrea Napoli](#)
Subject: Public comment on projects applying for funding
Date: Wednesday, November 12, 2025 5:14:34 PM

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Please Focus the funding on hard surfaces, I.E sidewalks and Roads. Education programs and public transit services have limited Roi on taxpayer funds.