



Policy Board

November 25, 2025

Call to Order & Introductions

Vice Chair Chang

Introductions

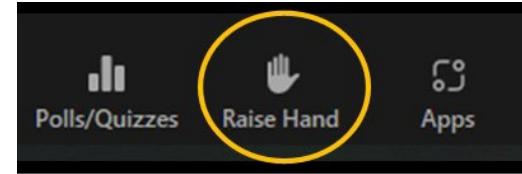
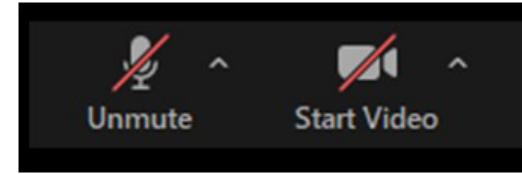
- Policy Board Members
 - Ariel Méndez, Chair, City of Bend Councilor
 - Phil Chang, Vice Chair, Deschutes County Commissioner
 - Mike Riley, City of Bend Councilor
 - Omar Ahmed, ODOT Central Oregon and Lower John Day Area Manager
 - Melanie Kebler, City of Bend Mayor
- Alternates (if present)
 - Chris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

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

Vice Chair Chang

Public Comment

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

Meeting Minutes

Vice Chair Chang

Meeting Minutes

- **Action requested:** review and approve the October 17, 2025, Policy Board draft meeting minutes (Attachment A).
 - Recommended language for motion: *I move approval of the October 17, 2025, Policy Board draft meeting minutes, as presented.*

State Highway Fund (SHF) Program: Project Funding Awards

Andrea Napoli, BMPO

Background and Today's Task

End of September - Application submittal deadline; applications posted to BMPO website

October 7 Technical Advisory Committee (TAC) meeting - Project presentations (Board members to have viewed recording)

Mid to end of October - Staff and 2 TAC representatives review applications, score against criteria, develop overall ranking

November 4 TAC meeting – TAC developed recommended list of projects to fund

Today – Board expected to award funding to selected projects

Presentation Sections

- Applications Submitted, Project Descriptions
- Funds Originally Requested
- Application Criteria and Points
- Ranking Results of Criteria-based Scoring
- Other Factors to Consider
- TAC Recommendation
- Updates Since TAC Recommendation
- Funding Scenarios
- Motion (award funds)

Application Submittals, Project Descriptions (Slide 1 of 3)

- **Commute Options, Safe Routes to School (SRTS)**
 - Staff time and materials for bike and pedestrian safety education program; instruction, events, 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 for pedestrian safety program.
 - ***11/10 Update:*** Applicant requested to change to Commute Options delivery of BLS program.
- **BLS, Bend Traffic Garden**
 - Design and construct miniature streetscape intended for youth safety education.



Application Submittals, Project Descriptions (Slide 2 of 3)

- **CET, Deschutes River Woods (DRW) Microtransit Pilot Project**
 - On-demand public transportation to connect to Bend fixed route service.
- **City of Bend (COB), Travel Options Assessment, Education, and Engagement**
 - Staff time and materials to conduct a 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.



**State Highway Fund (SHF)
Program Application Packet**

Funding for Fiscal Years 2028 – 2030 (July 1, 2027 – June 30, 2030)

Application Submittals, Project Descriptions (Slide 3 of 3)

- **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 Road.



**State Highway Fund (SHF)
Program Application Packet**

Funding for Fiscal Years 2028 – 2030 (July 1, 2027 – June 30, 2030)

Funds Originally Requested (9.24.25)

Applicant & Project (abbreviated)	FY28	FY29	FY30	Total
Commute Options, 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, Education & Engagement	\$20,000	\$20,000	\$20,000	\$60,000
COB, NE 6 th 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
Shortfall:	\$(210,800)	\$(85,250)	\$(128,250)	\$(424,300)

Application Criteria and Points

Multiple Users <i>(0-10 points)</i>	<ul style="list-style-type: none">• Project increases system capacity, quality, and/or connectivity for cyclists, peds, transit users, and those who cannot drive
Safety <i>(0-6 points)</i>	<ul style="list-style-type: none">• Project addresses a known safety concern or enhances safety
System Efficiency <i>(0-6 points)</i>	<ul style="list-style-type: none">• Project increases system efficiency and/or reliability without increasing lane capacity and demonstrates a system-wide benefit
VMT/Emissions Reduction <i>(0-6 points)</i>	<ul style="list-style-type: none">• Project reduces Vehicle Miles Traveled (VMT) and/or emissions
Equity <i>(0-6 points)</i>	<ul style="list-style-type: none">• Project advances equity in transportation/provides benefit to transportation disadvantaged populations
Cost Sharing/Other Funding Sources <i>(0-3 points)</i>	<ul style="list-style-type: none">• Project includes cost sharing and/or includes investment from other funding sources

Ranking Results of Criteria-based Scoring

- Evaluation tool, only – in high to low order.

Applicant and Project Title (abbreviated)	Scorer 1	Scorer 2	Scorer 3	Average
	Rank	Rank	Rank	Rank
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: Safe Routes to School (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



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Other Factors to Consider

- Examples:
 - Readiness of project
 - Other funding sources / other pathways to implementation
 - Efficient use of funds / overall need

TAC Recommendation (11.4.25)

Applicant & Project (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	\$59,500	\$53,500	\$61,500	\$174,500
BLS, Bend Traffic Garden				\$0
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 6 th Street Sidewalk Connection				\$0
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:	\$326,500	\$398,500	\$276,500	\$1,001,500
Total Available:	\$313,250	\$313,250	\$313,250	\$939,750
Remaining / Shortfall:	\$(13,250)	\$(85,250)	\$36,750	\$(61,750)

← Readiness

Other funds

← Could not
come to
consensus
to address

Updates Since TAC Recommendation

- **Applicant requested project change (11.10.25)**
 - BLS, Pedestrian Safety Education SRTS
 - Contract Commute Options to deliver BLS ped safety program (delete .5 FTE BLS staff).
 - Pedestrian ed. safety kits can be deleted; roundabout add-ons, only
 - Updated cost estimate is \$30,415 less than original.
- **Projects with some flexibility in taking reduced funds**
 - CET, Deschutes River Woods Microtransit Pilot Project
 - COB, Travel Options Assessment, Education and Engagement
 - Commute Options, Safe Routes to School

Updates Since TAC Recommendation

- Recent public comments received (2):
 - Both request to prioritize sidewalk infill projects vs programs
 - One gives second priority to transit, third to SRTS-related, and fourth to travel options assessment, education & engagement program

Funding Scenario 1: TAC Rec. + Spread Reductions

Applicant & Project (abbreviated)	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				\$0
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 6 th Street Sidewalk Connection				\$0
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:	\$306,000	\$369,515	\$264,235	\$939,750
Total Available:	\$313,250	\$313,250	\$313,250	\$939,750
Remaining / Shortfall:	\$7,250	\$(56,265)	\$49,015	\$0

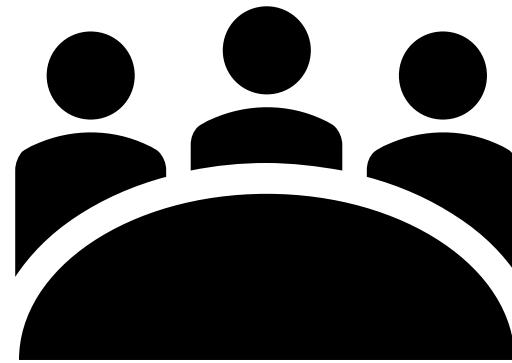
10% less for
 ← first 2 years
 ← Requested
 changes
 ← 10% less
 ← 10% less for
 first 2 years

Funding Scenario 2: TAC Rec. + Single Reduction

Applicant & Project (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				\$0
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 6 th Street Sidewalk Connection				\$0
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
Remaining / Shortfall:	\$250	\$(80,600)	\$49,015	\$(31,335)

Delete first year from **one** SRTS to address shortfall

Discussion



Suggested Motion Language

- *I move approval of projects for FY28-FY30 SHF Program funding, as presented in Scenario 1/2 [or revised].*

Bend Transportation Data Program

Jesse Thomas, City of Bend

Tyler Deke



CITY OF BEND

Multi-Modal Traffic

**Jesse Thomas – Office of Performance Management and
Project Management Office**

11/21/2025

CONNECTING THE TRANSPORTATION SYSTEM

Data-Driven Insights into Usage and Performance

Agenda

**WHY TRANSPORTATION
DATA MATTERS**

FUTURE STATE

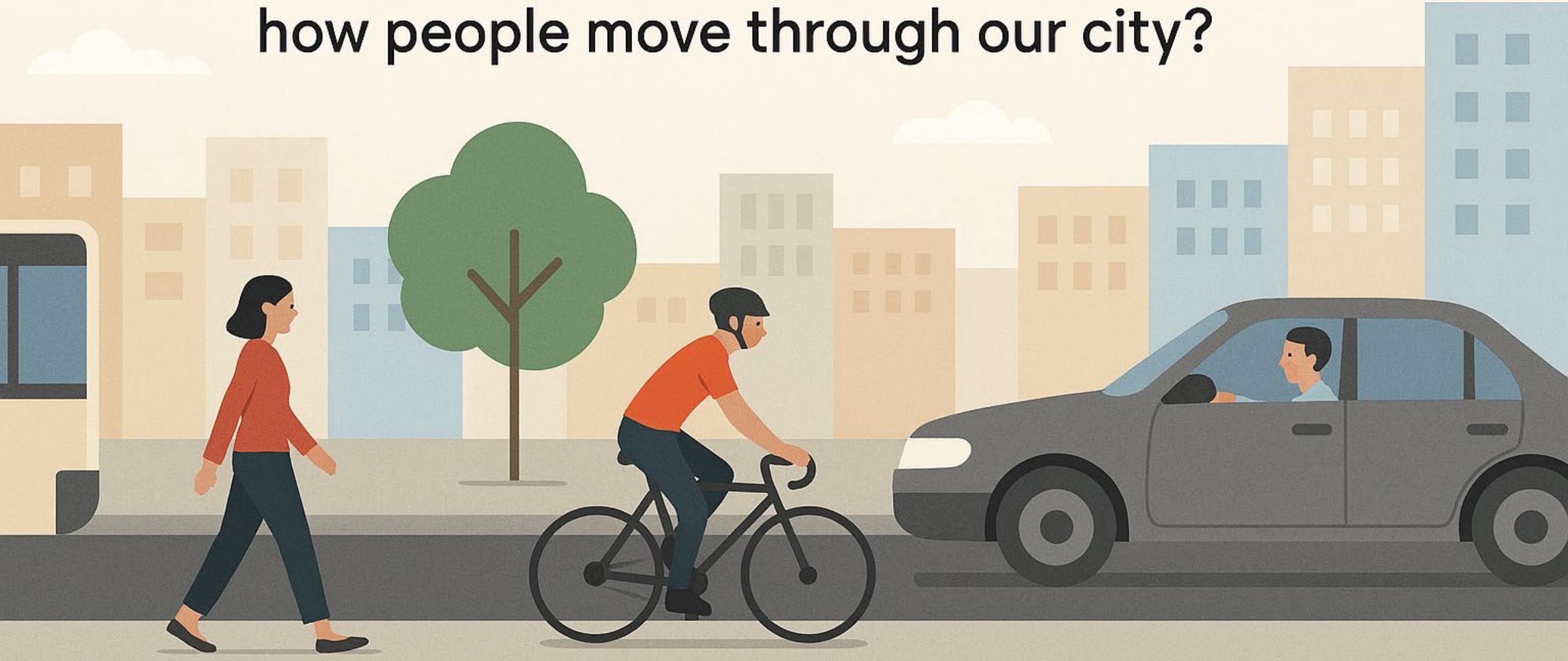
APPLICATION & ACTION

ASK FOR SUPPORT



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What happens when we make transportation decisions without truly understanding how people move through our city?



Why Multi-Modal Data Matters

- **INFRASTRUCTURE INVESTMENT & MAINTENANCE GUIDANCE**

Data helps identify high usage areas, guiding where infrastructure investments are most needed.

- **SAFETY & ENFORCEMENT SUPPORT**

Accurate data highlights risky areas, supporting safety measures and public safety strategies.

- **PERFORMANCE & BEHAVIOR ANALYSIS**

Counts data enable measurement of travel patterns and effects of infrastructure or policy changes.

- **SUPPORTING BROADER GOALS**

Reliable data supports equity, climate resilience, economic activity, Council Goals, and improved mobility in urban planning.



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Vision for Multi-Modal Counting

- **COMPREHENSIVE MODE COVERAGE**

Captures data from vehicles, bicycles, pedestrians, and scooters for inclusive transport analysis.

- **INTEGRATED DATA COLLECTION**

Combines fixed sensors, mobile apps, connected vehicle data, and manual counts for comprehensive data gathering.

- **EQUITABLE INFRASTRUCTURE PLANNING**

Ensures planning addresses diverse mobility needs to prioritize improvements and close infrastructure gaps.



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Blending Diverse Data Sources

- **DIVERSE TRANSPORTATION DATA**

Combining enforcement, speed, crash, and asset management data creates a comprehensive transportation overview.

- **CONNECTED VEHICLE & PHYSICAL COUNTS**

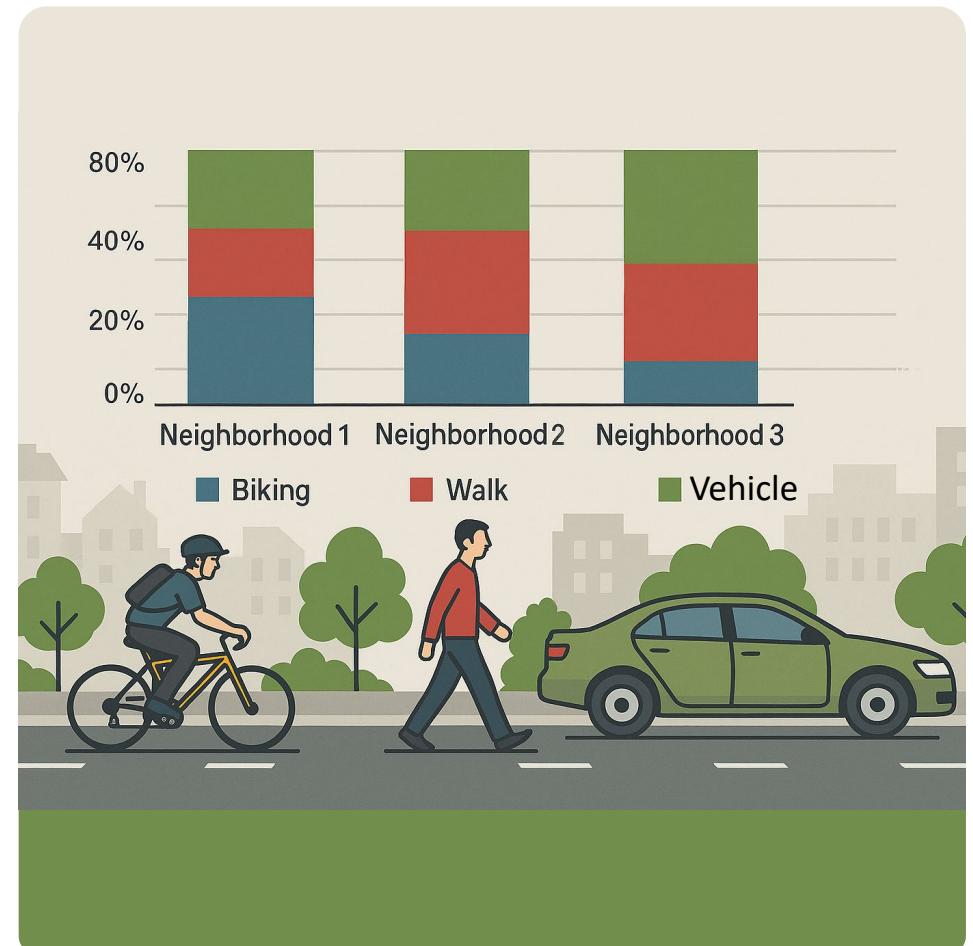
Connected vehicle GPS and manual/automated counts enhance understanding of real-time traffic behavior.

- **DEMOGRAPHIC & BEHAVIORAL INSIGHTS**

Demographic data enriches analysis by revealing mobility needs and behavioral patterns across populations.

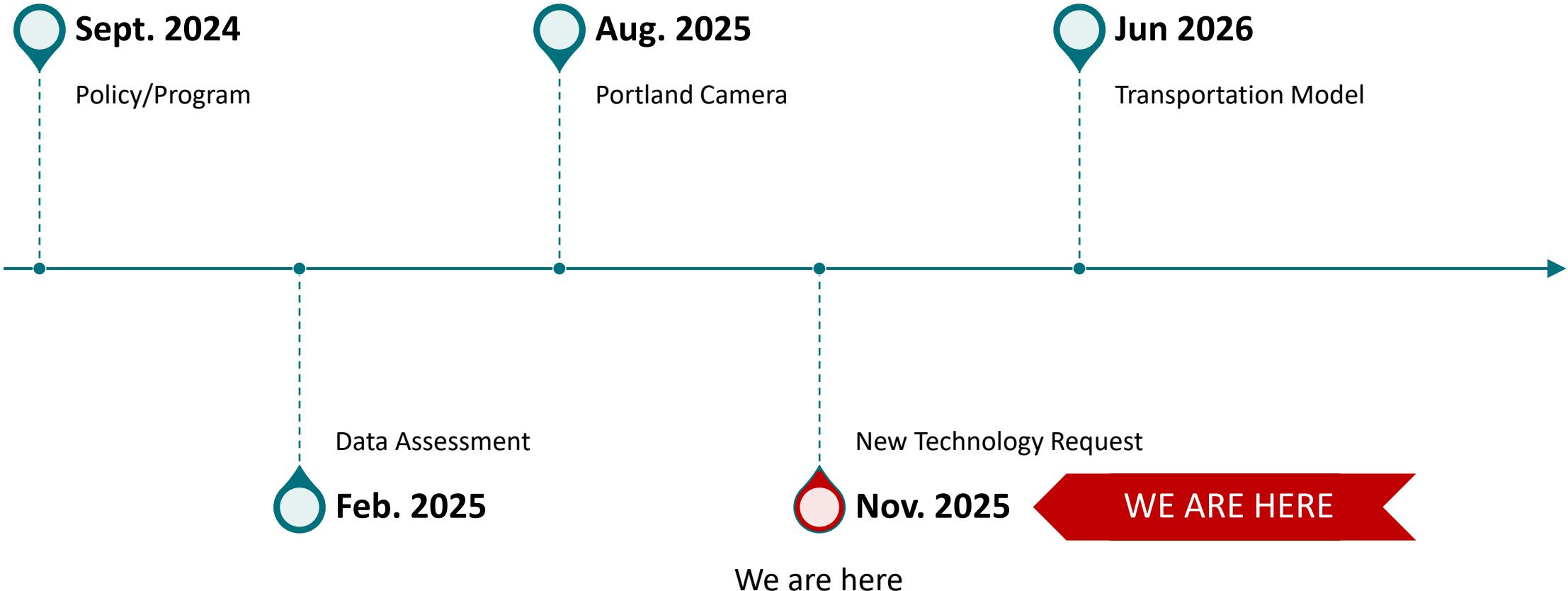
- **DATA-DRIVEN DECISION MAKING**

Blended datasets support enforcement prioritization, system improvements, and goals like Vision Zero.



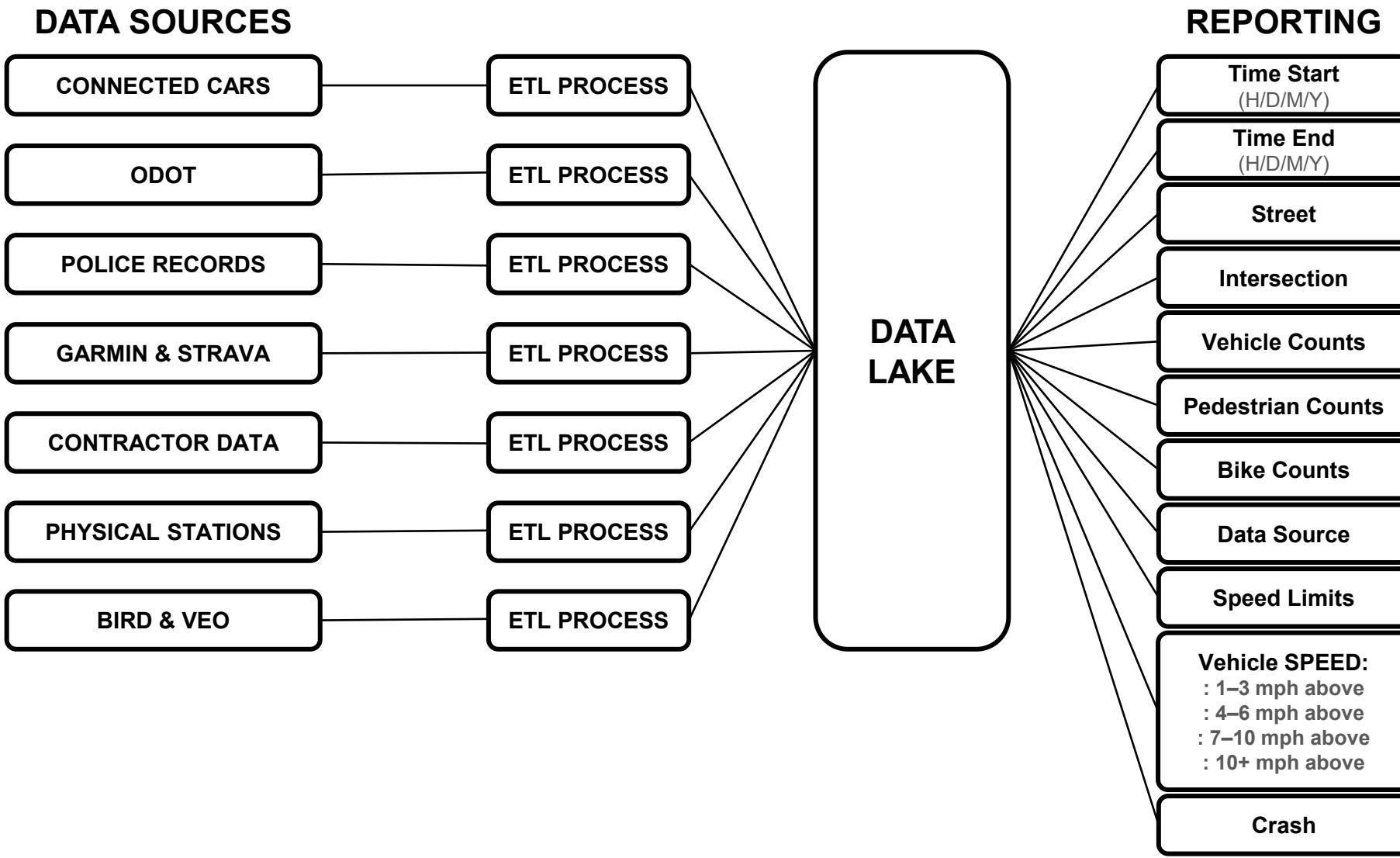
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Road Map (Pun Intended)



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City of Bends – Multi-Modal Data Plan



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Real-World Applications

- **PEDESTRIAN INFRASTRUCTURE PLANNING**

Identifying heavily used but missing sidewalks helps guide targeted investments in pedestrian infrastructure for safety.

- **BIKE LANE SAFETY ENHANCEMENTS**

Prioritizing bike lane upgrades using crash and usage data enhances cyclist safety and infrastructure effectiveness.

- **TARGETED ENFORCEMENT FOR SPEEDING**

Focusing enforcement where speeding correlates with crashes improves compliance and reduces traffic risks.

- **EQUITY IN INFRASTRUCTURE INVESTMENT**

Evaluating demographic data alongside usage patterns ensures equitable infrastructure investment across communities.



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Funding Needs

- **CONNECTED VEHICLE DATA**

Split between Transportation and Mobility, Engineering, and Office of Performance Management (OPM)

- **MOBILE COUNTERS**

Gap in funding

- **PERMANENT COUNTERS**

Portland Bridge

Franklin – (installing soon)

Annual Connectivity paid for by OPM

TECHNOLOGY / DATA	COST	NOTES
Connected Vehicle Data	\$45,000	Yearly
Mobile Counters	\$17,244	Annual Amount \$800
Future - Permanent Cameras	\$9,005	Annual Amount \$1110



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Questions

Language Assistance Services & Accommodation Information for People with Disabilities



You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Jesse Thomas at jthomas@bendoregon.gov



Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Jesse Thomas en jthomas@bendoregon.gov. Los usuarios del servicio de retransmisión deben marcar el 7-1-1



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Bend Transportation Data Program Request

- **Action requested:** Consider providing MPO funding to purchase two mobile counters that collect bike, ped, and vehicle counts.
 - Recommended language for motion: *I move approval of \$17,144 (or different amount) to the City of Bend to purchase two mobile counters.*

Other Business

Vice Chair Chang

Other Business

- Policy Board agenda item requests
- Staff updates
 - Transportation Safety Action Plan status update
- Next meeting of the BMPO Policy Board – December 19, 2025, at 12:00 p.m.
 - Request to extend meeting to 2-hours (ending at 2:00 p.m.)
 - Potential topics:
 - Interim Policy Board Bylaws Adoption
 - Title VI Plan Adoption
 - Bend Transportation Safety Action Plan (TSAP) Update – Timeline
 - Ballot Measure, Tax Increase Reversal
 - BMPO Manager Responsibilities

Public Comment

Vice Chair Chang

Adjourn

Vice Chair Chang

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