

# Meeting Minutes

## BMPO Policy Board

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

**Date:** February 21, 2025

**Time:** 12:00 p.m.

**Prepared by:** ABC Transcription Services, LLC.

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## In Attendance

### Policy Board Members

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

### Alternates

1. Chris Doty, Deschutes County Road Department (acting as alternate for part of the meeting)

### BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Andrea Napoli, BMPO Senior Planner
3. Kelli Kennedy, BMPO Program Coordinator
4. Greg Bryant, BMPO Technical Advisory Committee, Deschutes River Woods resident
5. David Amiton, ODOT Region 4
6. Bob Townsend, Cascades East Transit (CET) Director
7. James Dorofin, BMPO Technical Advisory Committee, Bend resident
8. Julia, member of the public

## Notes

### 1. Call to Order and Introductions

Vice Chair Chang called the regular meeting to order at 12:02 p.m. with a quorum established.

### 2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

**3. Public Comment**

Vice Chair Chang called for public comment. There was none.

**4. Elect Chair and Vice Chair**

Mike Riley nominated Ariel Mendez for 2025 Policy Board Chair.

Ariel Mendez nominated Phil Chang for 2025 Policy Board Vice Chair.

**Motion 1:** Mike Riley moved that Ariel Mendez serve as Chair and Phil Chang serve as Vice Chair of the MPO Policy Board for 2025. Omar Ahmed seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None.)

Chair Mendez conducted the meeting from this point.

**5. Meeting Minutes**

Materials referenced: December 20, 2024 Policy Board draft meeting minutes (Attachment A in agenda packet) January 24, 2025 Policy Board draft meeting minutes (Attachment B in agenda packet)

**Motion 2:** Vice Chair Chang moved approval of the December 20, 2024 and January 24, 2025 Policy Board draft meeting minutes as presented. Omar Ahmed seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None. Abstain: Mike Riley.)

**6. MTIP Amendment**

Materials referenced: Public notice including a summary of the proposed amendment (Attachment C in the agenda packet) Public comment record as of February 14, 2025 (Attachment D in the agenda packet)

Kelli Kennedy presented the proposed amendment to the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) to add one new transit project regarding transit vehicle replacement with a total of \$158,475. She shared the funding sources and public comments received.

Bob Townsend addressed the unrealistic goal to add bicycle parking at over 300 bus stops, estimated the cost of adding extra bicycle racks to buses, and confirmed current bicycle rack capacity was sufficient. He described CET's work toward creating Mobility Hubs and talked about the impacts of the current funding freeze.

Manager Deke noted all amendments sent to the Federal Highway Administration were currently frozen and being funneled to Washington D.C. for approval, causing potential delays. He recommended the Board proceed with approving the amendment.

**Motion 3:** Mike Riley moved approval of the proposed amendment to the 2024-2027 MTIP as presented. Omar Ahmed seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None.)

## **7. Cascades East Transit (CET) Funding Reallocation Request**

Manager Deke stated a previous Policy Board had awarded \$10,000 to CET to develop a modeling tool for ride forecasting and route planning. CET had utilized other funding sources to create the tools and requested to reallocate the funds to the bus stop improvement program. He was unsure whether the funds were impacted by the current funding freeze.

Bob Townsend explained the funds would be used to provide signage, shelters, benches, or sidewalk improvements at bus stops.

**Motion 4:** Mike Riley moved approval of CET's request to reallocate previously awarded funding to its bus stop improvement program. Omar Ahmed seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None.)

Phil Chang was only intermittently present via Zoom from this point, and it was agreed that Chris Doty would act as his alternate if he was not present at the time of a vote.

## **8. Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC) Annual Summit Funding Request**

Manager Deke stated BPAC would be hosting their annual Bicycle and Pedestrian Summit on April 10, 2025, at Bend Park and Recreation. BPAC requested BMPO sponsorship to cover \$125 for the room rental.

**Motion 5:** Vice Chair Chang moved approval of MPO sponsorship of \$125 for the 2025 Tri-County Bicycle and Pedestrian Summit. Councilor Riley seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None.)

The Committee discussed potentially empowering Manager Deke to approve small funding requests.

## **9. Oregon MPO Consortium Representation**

Materials referenced: A link to the **OMPOC website** was provided in the agenda packet.

Manager Deke asked the Board to appoint two representatives to OMPOC, noting it would be sufficient for one representative to attend each meeting.

Councilor Mendez volunteered to serve as the primary BMPO representative for 2025. Councilor Riley agreed to serve as a backup BMPO representative. Commissioner Chang planned to attend occasionally.

**Motion 6:** Chair Mendez moved that Councilor Riley and himself serve as BMPO representatives to OMPOC for 2025. Mike Riley seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None.)

## **10. Federal Safety Performance Measures**

Materials referenced: Resolution 2025-01 (Attachment E in the agenda packet)

Manager Deke described various targets and performance measures applicable to the MPO which were reported to ODOT annually. ODOT had recently reorganized their performance measures, and the MPO could support ODOT's targets or develop local targets that did not need to be reported federally. He talked about stabilizing the trend of increasing roadway fatalities and ODOT's goal to have zero fatalities by 2035.

Manager Deke addressed questions from the Board regarding ensuring compliance with federal programs; ODOT's strategies to reduce fatalities and achieve performance measure targets; possibly measuring local statistics such as fatalities per capita; ODOT predicting increased fatalities due to changes in driver behaviors; the increase in miles being driven since COVID; addressing the impacts of distracted driving; the ODOT speed study process; comparing Bend with statewide statistics; and public roadway crash information being sourced from ODOT's crash data system and the Department of Motor Vehicles (DMV).

Manager Deke covered next steps and recommended using the Transportation Safety Action Plan update process to develop or revise specific local performance measures to track alongside the required federal performance measures. He confirmed the Deschutes County Transportation Safety Action Plan would cover areas outside of Bend.

**Motion 7:** Mike Riley moved to support the adopted ODOT safety performance measure targets by way of Resolution 2025-01. Chris Doty seconded the motion which passed 3 to 0. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None.)  
Doty for Chang here.

## **11. Deschutes County PROTECT Grant Application – MPO Support Letter**

Materials referenced: Draft letter of support (Attachment F in the agenda packet) Project flyer (Attachment G in the agenda packet)

Chris Doty stated Deschutes County was gathering support letters for its Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant application to build an interchange with US 97 on the south end of Deschutes River Woods (DRW) to alleviate congestion and create an emergency evacuation route from DRW. He talked

about funding sources, other representatives and support letters advocating for the project, and the goal to create an Interchange Area Management Plan. He confirmed the project budget would total around \$70 million to \$80 million, described anticipated challenges, and noted the project would be shovel-ready in two or three years if the grant was awarded.

The Board discussed a possible egress route from DRW on Pinnick Rd through a locked gated emergency access; enhancing the free flow of evacuation traffic during an emergency; possible interplay between the DRW south interchange and the Baker/Knott interchange projects, including the DRW south interchange potentially being completed first; reservations regarding the project cost per capita served; and planning large projects between entities in a more integrated way rather than planning separate projects in isolation.

Manager Deke noted the Baker/Knott interchange analysis had not considered the Caldera Ranch urban growth boundary (UGB) expansion area with several hundred homes. If traffic was offset to the south, it could be made up for by the new developments near Caldera High School.

Ari Mendez planned to abstain from the vote on this matter.

**Motion 8:** Vice Chair Chang moved approval of the letter of support for the Deschutes County PROTECT grant application. Omar Ahmed seconded the motion which passed 3 to 0 to 1. (Ayes: City of Bend, Deschutes County, ODOT. Nays: None. Abstain: Mendez.) Doty for Chang here.

Councilor Riley noted the need to be flexible and adapt to meet safety needs in the fire-prone region, potentially using quick, low-cost methods rather than waiting for federal processes.

## **12. Initial Unified Planning Work Program (UPWP) Review**

Materials referenced: The draft UPWP is available at [www.bendoregon.gov/mpobudget](http://www.bendoregon.gov/mpobudget)

Manager Deke presented the draft Unified Planning Work Program for Fiscal Years 2026 and 2027 (FY26-FY27). He highlighted accomplishments from FY24-FY25 and priorities for FY26-FY27, shared the draft Budget Summary, and outlined the schedule for adopting the FY26-FY27 UPWP with final adoption at a public hearing on either April 18, or May 16, 2025. Currently, the UPWP was to be pushed to Washington D.C. for approval which could cause delays. He had spoken with federal partners and City Finance Staff who managed the MPO Budget about alternate funding in the case of a delay. He asked Board members to look over the document and return with feedback next month.

Senior Planner Napoli outlined FY26-FY27 UPWP tasks identified for the BMPO program, the COVID relief program, and the State Highway Funding program.

Staff addressed questions about COVID funds currently held in the MPO Budget account sunsetting in 2029; expecting COVID funds to be dispersed to recipients by spring 2026; the

transit coordination section of the UPWP; working with CET to meet transit needs; and Budget information being built into a fuller upcoming UPWP document.

### **13. Other Business**

Bend TSAP update: Manager Deke reported the TSAP has been waiting in City Procurement for three months. He expects to receive the draft request for proposals (RFP) package within the next week and secure a vendor by March or April. The completion date for the TSAP may need to be pushed out further than May 2026, as stated in the grant agreement.

The next scheduled meeting of the Policy Board would be March 21, 2025, at 12:00 p.m.

### **14. Public Comment**

Chair Mendez called for public comment.

Greg Bryant, DRW resident and BMPO TAC member, talked about a fire that had occurred around 2003 near DRW which burned five houses and caused traffic congestion for four hours as people evacuated. The gravel, Pinnick Lane was not very safe and should not be used unless it was the only way to get out of DRW.

### **15. Adjournment**

Chair Mendez adjourned the meeting at 1:36 p.m.



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