



Meeting Minutes

BMPO Policy Board

Location: Council Chambers, Bend City Hall
710 NW Wall, Bend, Oregon

Date: September 19, 2025

Time: 9:30 a.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, left at 9:55 a.m.
4. Omar Ahmed, Oregon Department of Transportation (ODOT) Central Oregon and Lower John Day Area Manager

Member Alternates

1. Brian Rankin, City of Bend, served as alternate after 9:55 a.m.

BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Kelli Kennedy, BMPO Program Coordinator
3. Angela O'Connell, City of Bend
4. James Dorof, BMPO Technical Advisory Committee
5. Chris Doty, Deschutes County
6. Tory Carr, City of Bend

Notes

1. Call to Order and Introductions

Chair Méndez called the meeting to order at 9:31 a.m. with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the hybrid meeting guidelines.

3. Public Comment

There were no public comments.

The Board proceeded to address Agenda Items 5 and 6.

4. Meeting Minutes

Materials referenced: August 15, 2025, BMPO Policy Board draft meeting minutes (Attachment A in the agenda packet).

This item was addressed directly following Agenda Item 6.

Motion 3: Omar Ahmed moved approval of the August 15, 2025, Policy Board draft meeting minutes as presented. Phil Chang seconded the motion which passed 3 to 0 to 1. (Ayes: Méndez (City of Bend), Chang (Deschutes County), Ahmed (ODOT). Nays: None. Abstain: Rankin (City of Bend).)

The Board proceeded to address Agenda Item 7.

5. Central Oregon Intergovernmental Council (COIC) Transportation Safety Grant Match

This item was addressed directly following Agenda Item 3.

Manager Deke highlighted COIC's role implementing public education and outreach to address behavioral issues contributing to car crashes, key accomplishments using the previous safety grant, and focus areas for the upcoming year. COIC was seeking to meet the safety grant's local funding match requirement for Federal Fiscal Year 2026 (FFY26) and requested the BMPO contribute \$5,000, as they had the previous year. Funding options within the BMPO 2026 Budget were outlined. Finance Staff recommended using funds from Unallocated Consulting.

Questions were addressed regarding ODOT being the source of the transportation safety grant and the possibility for COIC to seek local match funds from law enforcement agencies or the Deschutes County Road Department.

Motion 1: Mike Riley moved that the BMPO provide \$5,000 to COIC for the FFY26 safety grant local match requirement to be paid in State Fiscal Year 2027. 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. Sponsorship Program

Materials referenced: Draft Sponsorship Program Policy (Attachment B in the agenda packet).

This item was addressed directly following Agenda Item 5.

Manager Deke reviewed the draft Sponsorship Program Policy and noted Staff was seeking direction from the Board regarding the award minimums and maximums, application periods, and the possibility of expanding the policy to include local grant match contributions.

Questions and comments were addressed about the potential to advertise the Sponsorship Program to local nonprofits; addressing local grant matches as a separate line item; the \$2,500 maximum being modeled after the award maximum in City of Bend's Sponsorship Policy; projects with larger funding needs, like the Dutch Active Transportation Workshop, falling

under other funding categories; benefits of having an award maximum; setting an award minimum and having only two application periods yearly for administrative efficiency; and preferring to consider applications off-cycle than allow retroactive applications.

The Board consented to add language to the Sponsorship Program Policy to clarify the following points:

- Sponsorship applications would be reviewed twice per year.
- A Sponsorship Agreement must be signed by the applicant before funds are released.
- A post-event report must be completed by the applicant within the specified time frame.
- Applicants must expend previously awarded Sponsorship funds before applying to be considered for another award.
- Applications may be considered off-cycle at the Board's consent.

Councilor Riley left the meeting, at which point Brian Rankin served as the City's alternate.

Motion 2: Brian Rankin moved approval of the Sponsorship Program Policy as amended. Phil Chang seconded the motion which passed 3 to 0.

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

The Board returned to address Agenda Item 4 at this time.

7. Bend Transportation Safety Action Plan (TSAP) Update – Status/Timeline

Materials referenced: A link was provided to the [2019 Bend TSAP](#).

This item was addressed directly following Agenda Item 4.

Manager Deke provided background on the existing 2019 Bend TSAP and the Safe Streets and Roads for All grant which would fund the TSAP update process beginning in October 2025 and concluding in spring 2027. A consultant team had been selected, and the contract will be finalized next week. He outlined the Board's role in guiding TSAP development and detailed the focal points of three upcoming meetings dedicated to the TSAP update. He noted a regional effort to update city and county TSAPs was in progress, and hopefully the region would coordinate applying federal funds to improve physical infrastructure to reduce serious crashes. COIC planned to use an upcoming grant to analyze data from newly updated TSAPs in the region to consider whether focal points for public outreach should change.

The Board discussed the potential for consultant recommendations regarding street design to be affected by outdated crash analysis data taken before the City completed multiple transportation infrastructure improvements. The need to consider current localized implications for safety improvements was emphasized. No fatal crashes had occurred in Bend in 2025 so far, and the hope was expressed that a year without crash fatalities could be achieved. Automated red-light and speeding cameras would be coming to Bend in January 2026 and citations would be issued after a 30-day grace period during which warnings would be issued for violations caught by cameras.

- 8. Executive Session pursuant to ORS 192.660 (2)(i) to review and evaluate the employment-related performance of the chief executive officer or a public officer who does not request an open hearing.**

The Policy Board recessed for Executive Session at 10:14 a.m.

- 9. Return to Open Session**

The Policy Board returned to Open Session at 10:59 a.m.

10. Other Business

Policy Board member agenda item requests:

Board members requested information be provided at future meetings about components of the State Transportation Package relevant to the BMPO and public transit, assuming the State Legislature adopts a bill. Information regarding the Priority Intercity Bus Network and Central Oregon Intercity Transit was also requested.

State Highway Fund (SHF) Program – Solicitation Process Update: Manager Deke reported the solicitation window was open until next week and applications were being received for funding during Fiscal Years 2028 – 2030. A summary of applications received would be presented to the Policy Board at the next meeting.

Upcoming work priorities: Manager Deke listed some upcoming work priorities including the TSAP update, Annual Obligation Report, 2027 – 2030 Metropolitan Transportation Improvement Program (MTIP), and Fiscal Year 2027 Budget process.

The Policy Board's next scheduled meeting would be October 17, 2025, at 12:00 p.m.

11. Public Comment

There was none.

12. Adjourn

Chair Méndez adjourned the meeting at 11:04 a.m.



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