

# Meeting Minutes



## BMPO Policy Board

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

Date: November 25, 2025

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC.

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## 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. Janet Hruby, City of Bend
5. Brian Potwin, Commute Options
6. Derek Hofbauer, City of Bend
7. Jesse Thomas, City of Bend
8. Greg Bryant, member of the public
9. Bob Townsend, Cascades East Transit (CET)
10. Chris Doty, Deschutes County
11. Michelle Rhoads, Bend-La Pine Schools (BLS)
12. David Abbas, City of Bend

## Notes

### 1. Call to Order and Introductions

Vice Chair Chang called the 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

There were no public comments.

#### **4. Meeting Minutes**

Materials referenced: October 17, 2025, BMPO Policy Board draft meeting minutes (Attachment A in agenda packet).

**Motion 1:** Mike Riley moved approval of the October 17, 2025, Policy Board draft meeting minutes 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.)

#### **5. State Highway Fund (SHF) Program: Project Funding Awards**

Materials referenced: SHF Memo (Attachment B in agenda packet).

Public comments received (Attachment C in agenda packet).

Links were provided to the **SHF Program webpage** and the **October 7, 2025 BMPO TAC presentation**.

Senior Planner Napoli stated the Policy Board would be awarding SHF Program funds for Fiscal Years 2028 – 2030 (FY28-FY30) during this meeting. She provided a brief description of each project application received during the Call for Projects, the original funding amounts requested, ranking results of criteria-based scoring, project readiness factors, and flexibility to use alternate funding sources. She presented the TAC's funding recommendation, described Staff's work with applicants to reduce the funding requests, and outlined two public comments received, both in favor of funding sidewalk infill projects over programs. Two potential funding scenarios were presented for the Board's consideration.

Questions were addressed about the Bend Traffic Garden's low ranking due to having no identified location eligible for funding; applicants preferring Safe Routes to School (SRTS) program funding reductions to occur in later years to preserve program consistency; the differing scopes of the BLS and Commute Options SRTS programs, which would collaborate in the future to reach more schools inside the BMPO Boundary; underserved local schools that had requested SRTS education services that neither Commute Options or BLS had capacity to provide; creating sustainability in the SRTS program as it expands by equipping students and families with travel safety skills, involving community partners, and training teachers to provide safety education; the increase in total SRTS funding requests from \$210,000 during the previous Call for Projects to the current request for about \$300,000.

Board members and applicants discussed the typical funding streams used for City sidewalk projects and the BLS and Commute Options SRTS programs; prioritizing funding projects and programs that did not have alternative funding sources; CET's ability to find alternative funding for the Deschutes River Woods (DRW) Microtransit Pilot Program if the funding award was reduced; CET fronting the funds to begin the DRW Microtransit Pilot Project in 2027 as an experiment without assurance of continuity in an effort to provide equitable transit to underserved residents of DRW; potentially splitting the amount of the funding reduction equally between BLS and Commute Options SRTS programs in FY30 to allow time to seek additional program funding; and the City of Bend's Travel Options Assessment Education and Engagement program having no other identified funding source.

**Motion 2:** Mike Riley moved adoption of Funding Scenario 2 as revised to eliminate the deficit of \$31,335 by reducing funding for Commute Options SRTS and BLS SRTS proposals in FY30 by half of the deficit amount each. Ari Méndez 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. Bend Transportation Data Program

Materials referenced: A link was provided to the [Bend Transportation Data Hub webpage](#).

Jesse Thomas presented the Bend Transportation Data Program. He described the process of using multi-modal counting systems to evaluate transportation system use and integrating the data into reports to inform decision-making in the City, County, and community organizations regarding infrastructure planning and targeted enforcement. Permanent transportation counting technology currently used in Bend was outdated and unable to accurately count bicyclists and pedestrians. The City was requesting \$17,244 from the BMPO to purchase two new mobile counters, prior to the City developing a new Transportation Model in June 2026.

Questions and comments were addressed about mobile counters being a physical camera working with a machine learning algorithm to create data at a cost of \$800 yearly, which was similar to the cost of using outdated mobile counters; key benefits of gathering data from mobile counters including better informed pedestrian infrastructure planning, bike lane safety enhancements, and targeted speeding enforcement; the City and ODOT transitioning to a new software program to develop a Travel Demand Model; potential to use the Consultant line item in the BMPO Budget with over \$100,000 available to fund purchasing the mobile counters; planning to make transportation data sets available to the BMPO and the public; the City converting to an integrated Geographic Information System (GIS) database system to use with the new mobile counting technology; waiting for the next City Budget cycle to fund the mobile counters, if not funded by the BMPO; and collecting data on roads with shared jurisdiction within the BMPO Boundary.

**Motion 3:** Mike Riley moved approval of \$17,244 to the City of Bend to purchase two mobile counters. Ari Méndez seconded the motion which passed 2 to 1.

(Ayes: Méndez (City of Bend), Chang (Deschutes County), Riley (City of Bend). Nays: Ahmed (ODOT).)

## 7. Other Business

Referendum on HB3991: Chair Méndez reported a significant number of signatures had been collected for the referendum effort on HB3991, noting if the effort succeeded all approved funding would be paused until November 2026. He was unsure whether the State Legislature would have a chance to address the potential referendum during short session, and he shared concerns about winter road maintenance and continued transit funding.

Bend Transportation Safety Action Plan (TSAP) Update: Manager Deke reported that the City would begin the TSAP update process in January 2026. The BMPO would lead the project, but it would come down to the City allocating funding through capital improvement projects and

programs to implement the plan update. He noted Staff was struggling to find time for the Policy Board on the City Council agenda, which was filled through August 2026.

The next scheduled meeting of the Policy Board would be December 19, 2025, at 12:00 p.m.

**8. Public Comment**

There was none.

**9. Adjourn**

Vice Chair Chang adjourned the meeting at 2:03 p.m.

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