



# AGENDA

## BMPO Policy Board

**Date:** March 31, 2026

**Start Time:** 1:00p.m.

- **Meeting Format:** in accordance with Oregon state law, this meeting is open to the public and can be accessed and attended in person or remotely.
- **In-person Attendance:** board members and members of the public may attend in person at the Baney Conference Room, Oregon Department of Transportation (ODOT) Region 4 Headquarters, Building M, 63055 N. Highway 97, Bend, OR 97703.
- **Remote Attendance:** board members and members of the public may attend remotely via Zoom webinar. Members of the public may also view the meeting via YouTube livestream.
  - **Zoom webinar link**
  - Zoom webinar phone: 1-888-788-0099 and enter webinar ID#872 4934 9317
  - **YouTube livestream link**

### BMPO Policy Board Meeting

Start Time	Item	Information	Presenters
1:00	Call to Order and Introductions		Chair Méndez
1:05	Hybrid Meeting Guidelines		Tyler Deke, BMPO
1:07	Public Comment	Time for members of the public to provide comment. Additional time for public comment will be provided prior to adjournment.	Chair
1:10	Meeting Minutes	<b>Attachments/Links</b> Attachment A: Policy Board draft meeting minutes, February 13, 2026.	Chair



Start Time	Item	Information	Presenters
		Attachment B: Policy Board draft meeting minutes, February 20, 2026.	
		<p><b>Action Requested</b> Review and approve the draft meeting minutes.</p> <p>Recommended language for motion: <i>I move approval of the February 13, 2026, and February 20, 2026, Policy Board draft meeting minutes, as presented.</i></p>	
1:15	Fiscal Years 2026-2027 (FY26-FY27) Unified Planning Work Program (UPWP) Midcycle Amendment	<p><b>Background</b> Staff will provide an overview of the draft BMPO work program and budget for FY26-FY27.</p> <p><b>Attachments/Links</b> Link to <b>BMPO Work Program &amp; Budget webpage</b> where the draft amended UPWP is posted.</p> <p><b>Action Requested</b> Provide input on proposed work program activities. Policy Board adoption is scheduled for the April 17 meeting.</p>	Tyler Deke
1:30	Metropolitan Transportation Improvement Program (MTIP) Amendment	<p><b>Background</b> One amendment to the 2024-2027 MTIP is proposed. It involves adding a new project, that is split off from two approved Statewide Transportation Improvement Program (STIP) bucket-fund projects. Public notice of the proposed amendment was provided online and via email notification to media and interest groups.</p> <p><b>Attachments/Links</b> Link to the <b>Transportation News Release</b> for the proposed amendment.</p>	Kelli Kennedy, BMPO



Start Time	Item	Information	Presenters
		<p><b>Action Requested</b> Review and consider approval of the proposed amendment.</p> <p>Recommended language for motion: <i>I move approval of the proposed amendment to the 2024-2027 MTIP, as presented.</i></p>	
1:40	Bend-La Pine Schools (BLS) COVID Relief Program Award Update	<p><b>Background</b> BLS staff will provide an update on siting challenges related to constructing a multi-use trail near High Desert Middle School. The project was awarded \$125,000 of BMPO Covid Relief funds in 2024.</p> <p><b>Attachments/Links</b> None.</p> <p><b>Action Requested</b> Provide direction on use of awarded funds.</p> <p>Recommended language for motion: <i>N/A</i></p>	Andrea Napoli, BMPO  Doug Pigman, BLS
1:55	Federal Transportation Legislation and Letter of Support	<p><b>Background</b> The Infrastructure Investment and Jobs Act (IIJA) expires September 30, 2026. Congress is considering several multi-year transportation funding proposals. One proposal, the Bridges and Safety Infrastructure for Community Success Act (BASICS Act), is supported by a coalition of national organizations representing cities, counties, and MPOs. Staff will provide an overview of the BASICS Act.</p> <p><b>Attachments/Links</b> Attachment C: BASICS Act overview memo. Attachment D: BASICS Act draft support letter.</p> <p>Link to <b>Local Officials in Transportation Coalition BASICS Act website.</b></p>	Tyler Deke



Start Time	Item	Information	Presenters
		<p><b>Action Requested</b></p> <p>Receive an overview of the BASICS Act and consider submitting a letter of support to our Congressional delegation.</p> <p>Recommended language for motion: <i>I move approval of the letter of support for the BASICS Act.</i></p>	
2:10	Other Business	<p><b>Policy Board Updates/Requests</b></p> <p>Time for board members to provide updates on current projects and planning efforts and/or request future meeting topics.</p> <p><b>BMPO Staff Updates</b></p> <ul style="list-style-type: none"><li>• Bend TSAP update</li></ul> <p><b>Next Meeting</b></p> <p>The next meeting of the BMPO Policy Board is scheduled for April 17, 2026, at 12:00p.m. Meeting topics will include:</p> <ul style="list-style-type: none"><li>• FY27 Budget Adoption</li><li>• FY26-FY27 UPWP Midcycle Amendment</li><li>• 2027-2030 MTIP Adoption</li><li>• Bend TSAP Update</li></ul>	Chair & Staff
2:20	Public Comment	Additional time for members of the public to provide comment.	Chair
2:30	Adjourn		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: February 13, 2026  
Time: 10:30 a.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. Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager

### Non-voting Members

1. Bob Townsend, Cascades East Transit (CET) Director

### BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Andrea Napoli, BMPO Senior Planner
3. Kelli Kennedy, BMPO Program Coordinator
4. Matt Kittelson, Kittelson and Associates
5. Miranda Barrus, Kittelson and Associates
6. Chris Doty, Deschutes County
7. James Dorofi, BMPO Technical Advisory Committee (TAC) member
8. Nick Fortey, Federal Highway Administration (FHWA)

## Notes

### 1. Call to Order and Introductions

Chair Méndez called the meeting to order at 10:34 a.m. with a quorum established.

### 2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

### 3. Public Comment

There were no public comments.

#### 4. Bend Transportation Safety Action Plan (TSAP) Update

Materials referenced: Tech Memo #1 – Regulations and Plans Review (Attachment A in agenda packet).

Tech Memo #2 – Safety Analysis Framework (Attachment B in agenda packet).

Public Engagement Plan (Attachment C in agenda packet).

A link was provided to the **2019 Bend TSAP**.

Matt Kittelson stated the Bend TSAP Update was funded through a federal Safe Streets and Roads for All (SS4A) and would evaluate crash trends, identify strategies to reduce fatalities and injuries, create policy decision-making framework, and increase BMPO eligibility for state and federal funding. He shared crash data maps, noting an average of three to five roadway fatalities in Bend per year. Bend's TSAP was last updated in 2019 and new data from 2019 – 2023 was now available for all roads in the BMPO boundary area, including Tumalo and Deschutes River Woods (DRW). He described SS4A program objectives, noting grant funding was available for projects outside of road design, such as sensors to monitor striping and signage and emergency equipment for Police vehicles. Crash data for the highway system and Bend's local roadways would be considered independently to avoid overlooking local issues due to the volume of highway traffic. The TSAP update timeline would include three Project Advisory Committee (PAC) meetings and two rounds of public engagement with completion anticipated within 12 to 18 months.

Questions and comments were addressed about car accident injury classifications ranging from property damage only to fatal injury; analyzing crash data with crashes of different injury types weighted according to severity; reducing property damage only crashes, potentially through low-cost quick-build projects; mitigating known risk factors such as low lighting or limited signage to prevent accidents; the significant percentage of car accidents going unreported due to Oregon's self-reporting policy; Jefferson County's recent \$8 million SS4A grant to fund high priority projects identified in its TSAP; taking a jurisdictionally blind approach to identify safety strategies on all roads in the BMPO boundary before sharing strategies with private street owners; including accidents or fatalities that occurred in parking lots or on private streets in the TSAP data; and sharing the final TSAP document with Central Oregon Area Commission on Transportation (COACT) and ODOT to help inform area funding priorities.

Matt Kittelson outlined the Policy Board's role to steer TSAP development by reviewing draft documents and providing written comments, attending public engagement opportunities, and supporting TSAP implementation and monitoring. Zan Associates was helping to implement the community engagement plan, and he described the engagement plan goals, priority audiences, and strategies. The tentative schedule for community engagement opportunities was shared.

Questions were addressed about working with Communications to engage target demographic audiences through community events and outreach to representative groups; BMPO Staff taking the lead in one-on-one engagement with community members; working with Zan Associates to develop outreach questions; the status of outreach to the Human Rights and Equity Commission (HREC) and the City of Bend Accessibility Advisory Committee (COBAAC); and involving and informing the community early in the process to prevent frustration.

Discussion ensued about whether outreach was needed for the unhoused population at the temporary safe stay area (TSSA) at Juniper Ridge on US-97. While the TSSA was outside the BMPO Boundary and the Bend TSAP study area, there had been some fatalities in the area from people entering or exiting US-97 in inappropriate ways or trying to cross the highway. The County's TSAP had not addressed the TSSA because the older data used for the County TSAP did not reflect current conditions, no county roads were connected to the highway near the TSSA, and data not directly affecting the county road network may have been filtered. Board members stated it would be helpful to have more data about crashes on US-97 to inform discussions around the TSSA.

Miranda Barrus offered to pull pedestrian-related crashes from the data to help identify which crashes were related to the TSSA rather than car traffic. The whole corridor along US-97 between Bend and Redmond had extreme issues, and crashes were not concentrated on the road segment by the TSSA. She noted recent crash data was available for fatal crashes only.

Matt Kittelson confirmed crash data was often delayed by two to three years. The data being analyzed for the Bend TSAP Update was taken between January 2019 and December 31, 2023. Recently completed safety investments on US-97 would not be reflected in the data. The County TSAP had utilized data from 2018 – 2022. He described analyzing recent fatal crash data to see whether it confirmed the current data analysis or pointed to new trends. He noted the Homeless Leadership Coalition was on the outreach list.

Matt Kittelson said state and federal regulations, the 2019 Bend TSAP, Council Goals, and other existing safety plans would be reviewed to identify goals and policies to incorporate in the TSAP update. Work completed for the TSAP update would inform Bend's future Transportation System Plan (TSP) update. He shared the safety analysis framework and next steps.

Questions and comments were addressed about reviewing progress to see if safety investments were effective and to consider solutions for identified high-crash intersections that did not receive attention; investments made during the analysis period not being reflected in the data; one TSAP update cycle being not enough time to fully understand data trends; the data-driven approach using performance measures, crash modification factors, and proven effective countermeasures; including law enforcement and emergency responders in the PAC to provide input about local safety issues and potential solutions; and possibly requesting informal feedback from Police and Engineering a year or two implementing City projects.

The Board, Staff, and consultants discussed including per capita metrics for fatal or serious injury crashes as well as the required vehicle miles traveled (VMT) metric; returning with safety metrics used by other jurisdictions for the Board's consideration; getting more information on speed-related crashes, potentially from DKS and Associates who was helping with the crash pattern analysis; Bend's successful roundabout policy which had been recommended to other cities for use in a TSAP; considering posting lower speeds across the City; comparing speed-related crashes on arterial and collector roads versus residential roads; the difficulty identifying crashes related to distracted driving, and the link between distracted and impaired driving; overlap between the County and Bend TSAPs being cooperative rather than contradictory; and

using various community lenses to identify area priorities and facilitate discussion about solutions, similar to work done by Central Oregon Area Commission on Transportation.

## 5. Other Business

Phil Chang announced he would not be able to attend the upcoming Policy Board meeting as he would be joining the Transportation Committee of the National Association of County Organizations in Washington D.C. He welcomed Board members' input regarding the upcoming federal surface transportation package.

Manager Deke stated he would provide a brief update about the next multi-year transportation bill at the upcoming Policy Board meeting, if there was time.

Chris Doty would also be in Washington D.C. next week as an Oregon delegate for the County Engineers Association. He emphasized the importance of continuing a robust SS4A program. The BMPO was asked to provide a letter of support for the County's BUILD grant application for designing the DRW southern interchange on US-97, which was not completed despite being part of the County's TSP. The project asked for \$5.25 million to go from concept to thirty percent design, consider three alignment options, secure the necessary environmental clearances, and develop an interchange access management plan.

Chair Méndez questioned prioritizing access to DRW by advocating for a freeway interchange when DRW was not expected to grow and there currently was not enough money to serve DRW with transit.

Chris Doty stated DRW access was a priority due the facts that if it were a city, it would be the 75<sup>th</sup> largest city in Oregon by population, and that it has only one available route in the event of an emergency evacuation. The project was a good candidate for receiving a PROTECT Grant, intended to increase access and public safety in the event of a wildfire or similar threat. He clarified that the DRW interchange was separate from the planned paved path to the High Desert Museum along US-97 which would have its own undercrossing, though the DRW interchange would provide service to the High Desert Museum and ameliorate the dangerous left turns in and out of the museum.

Manager Deke confirmed the BMPO had written a previous letter of support for the DRW interchange project, though the project had changed somewhat since that time.

The next scheduled meeting of the Policy Board would be February 20, 2026, at 12:00 p.m. The meeting would be extended to two hours, and the agenda packet would be posted later today.

## 6. Public Comment

James Dorofi encouraged City Councilors to reach out to neighborhood district representatives. The desire to participate in the TSAP update process had been expressed at a meeting held yesterday between Board Chairs and Land Use Chairs of 10 Bend neighborhood districts. He noted having Zan Associates in control of BMPO processes left a weird gap, and he recommended Zan Associates create a survey and use neighborhood districts to promote the survey to provide thousands of inputs for project outreach.

## 7. Adjourn

Chair Méndez adjourned the meeting at 12:02 p.m.

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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: February 20, 2026  
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. Mike Riley, Bend City Councilor, arrived at 12:30 p.m.
3. Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager

### Non-voting Members

1. Bob Townsend, Cascades East Transit (CET) Director

### Member Alternates

1. Tarik Rawlings, Deschutes County

### BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Kelli Kennedy, BMPO Program Coordinator
3. Kymala Lutz, City of Bend, left at 12:17 p.m.
4. David Abbas, City of Bend
5. Jovi Arellano, ODOT

## Notes

### 1. Call to Order and Introductions

Chair Méndez called the meeting to order at 12:05 p.m. with a quorum established.

### 2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

### 3. Public Comment

There were no public comments.

The Board proceeded to Agenda Item 5 at this time.

**4. Elect Chair and Vice Chair for 2026**

This item was addressed directly following Agenda Item 8.

The Board briefly discussed Chair and Vice Chair nominations for 2026.

**Motion 4:** Mike Riley moved that Ariel Méndez serve as Chair and Mike Riley serve as Vice Chair of the BMPO Policy Board for 2026. Emerald Shirley seconded the motion which passed 3 to 0 to 1.

(Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None. Abstain: Rawlings (Deschutes County).)

The Board proceeded to Agenda Item 9 at this time.

**5. Meeting Minutes**

Materials referenced: January 16, 2026, BMPO Policy Board draft meeting minutes (Attachment A in agenda packet).

This item was addressed directly following Agenda Item 3.

**Motion 1:** Emerald Shirley moved approval of the January 16, 2026, Policy Board draft meeting minutes as presented. Ariel Méndez seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Shirley (ODOT), Rawlings (Deschutes County). Nays: None.)

**6. Fiscal Year 2025 (FY25) Annual Financial Report**

Materials referenced: A link was provided to the **BMPO Work Program & Budget webpage**

Kymala Lutz provided a brief overview of the audited financial statements for the fiscal year that ended on June 30, 2025. The audit, performed by Baker Tilly under contract with the City of Bend, returned unmodified with no issues noted. She encouraged Board members to read the Management Discussion and Analysis portion of the audit report. Due to structural changes at ODOT, the BMPO would maintain a positive net position for the foreseeable future.

Staff confirmed remaining COVID funds would be expended before the deadline in 2029.

**Motion 2:** Emerald Shirley moved to accept the fiscal year 2024 – 2025 BMPO Annual Financial Report. Ariel Méndez seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Shirley (ODOT), Rawlings (Deschutes County). Nays: None.)

**7. 2024 – 2027 Metropolitan Transportation Improvement Program (MTIP) Amendment**

Materials referenced: A link was provided to the **Transportation News Release**. The full 2024 – 2027 MTIP document was available on the **BMPO MTIP webpage**.

Kelli Kennedy presented a proposed 2024 – 2027 MTIP amendment which would advance delivery of the preliminary engineering phase of ODOT’s US-97 Corridor Phase 2 project from 2027 to 2026. No comments were received during the public comment period.

Emerald Shirley explained the project would address as many poor and failing culverts along the US-97 corridor as possible with the available funding.

**Motion 3:** Emerald Shirley moved to approve the proposed amendment to the 2024 – 2027 MTIP, as presented. Ariel Méndez seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Rawlings (Deschutes County). Nays: None.)

#### 8. 2027 – 2030 MTIP – Draft Review

Materials referenced: Links were provided to the **Draft 2027 - 2030 MTIP** and the **BMPO MTIP webpage**.

Manager Deke presented an overview of the draft 2027 – 2030 Metropolitan Transportation Improvement Program (MTIP) document which identified transportation projects and programs scheduled in the BMPO area over the next four years. He shared a project summary list and confirmed all the City's listed projects had construction funding identified except the Big Sky Trail planning study. He shared a table of total draft funding amounts, outlined the MTIP adoption timeline and requested that two Board members volunteer to review the full 2027 – 2030 MTIP document.

Emerald Shirley explained the project summary list only included ODOT's 2027 projects. ODOT had changed to adopting projects year-by-year and planned to present an amendment each year to add more projects or project phases to the MTIP. Some projects or project phases were fully funded but would not be programmed into the MTIP until later. For example, funding was shown for the Knott Rd project phase that would occur in 2027, but construction funds were being held until the construction phase, which would be added to the MTIP in 2028. She shared a scoping exhibit of the Knott Rd multiuse path and noted ODOT was working with Bend Parks and Recreation to consider potentially connecting to the Lava Butte multiuse path along US-97.

Discussion ensued over the potential for the City to cohesively address the entire Knott Rd corridor in conjunction with ODOT's work on the multiuse path at Knott Rd, and the possibility to connect to other paths to avoid leaving gaps. Staff would return with more information about the future plans for the Knott Rd corridor.

Questions were addressed about seeking locations in Bend for two Mobility Points, which were funded through the Carbon Reduction Program, in addition to the Mobility Hubs funded through the GO Bond, and the split between federal transit funding and other federal funding passed through local entities like CET or Central Oregon Intergovernmental Council (COIC), which often served as the required match funds for receiving federal dollars.

Chair Méndez and Mike Riley volunteered to review the full draft 2027 – 2030 MTIP document. All Board members were encouraged to review the draft MTIP document, or sections of interest, and provide comments to Staff by March 3, 2026.

The Board returned to Agenda Item 4 at this time.

## 9. Federal Safety Targets

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

This item was addressed directly following Agenda Item 4.

Manager Deke reviewed federal safety performance measures that the BMPO was federally required to monitor and report. ODOT was required to establish safety performance measure targets yearly, and the BMPO could support ODOT's safety performance measure targets or create its own targets by the end of February. Staff recommended adopting ODOT's targets and applying them to Bend's Transportation Safety Action Plan (TSAP) Update data in the future to create local safety performance measure targets.

Questions were addressed about the goal to develop local safety performance measure targets in 2027 based on Bend's TSAP data; ODOT's safety performance measure targets currently being reviewed during the statewide TSAP update; anticipated crash trends based on the existing statewide TSAP; safety targets being set initially in the statewide TSAP and reviewed by ODOT yearly; the applicability of ODOT's safety target methodology to the local area; the City's recent safety investments making crash reductions potentially achievable; and ODOT's safety targets being unrealistic due to the inability to invest in large safety improvement projects.

**Motion 5:** Mike Riley moved to support the adopted ODOT safety performance measure targets. Emerald Shirley seconded the motion which passed 4 to 0.

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

## 10. State Legislative Bill Letter of Support

Materials referenced: Senate Bill 1544 draft letter of support (Attachment C in agenda packet).

Manager Deke provided an overview of SB 1544 which would modify the list of qualified entities eligible to receive and distribute Statewide Transportation Improvement Fund (STIF) revenues to include intergovernmental entities such as COIC. If approved, COIC could directly manage regional STIF dollars which could potentially reduce administrative costs, streamline decision-making, and unify the regional approach between jurisdictions, though other sections of the bill had concerning language. The letter of support was worded to focus specifically on the language regarding qualified entities.

Mike Riley had testified to the Senate Transportation Committee on behalf of the City of Bend regarding SB 1544 and he reported the Committee had recommended passing the bill. He had emailed a copy of amendment package five to Policy Board members. There had been some resistance to SB 1544, and concern had been expressed about changing language in the bill from "county" to "counties" to ensure multiple counties would be served. Legal advice was being sought, and there would probably be a final amendment at some point. He supported advocating for SB 1544 amendment package five, despite problems in the rest of the bill.

Bob Townsend described how ambiguity in the amendment language could impact funding for counties and local tribes. He stated Senate President Wagner had sent SB 1544 to Ways and Means, which could potentially delay or derail the bill.

The Board agreed on reflecting the BMPO's support for Amendment Package 5 by referring to "SB 1544-5" in subject lines and throughout the letter, adding a sentence to clarify that the ODOT representative on the Policy Board abstained, and adding the title "MPO Chair".

**Motion 6:** Mike Riley moved approval of the letter of support for the Senate Bill 1544-5 Qualified Entities, as amended. Ariel Méndez seconded the motion which passed 3 to 0 to 1. (Ayes: Méndez (City of Bend), Riley (City of Bend), Rawlings (Deschutes County) Nays: None. Abstain: Shirley (ODOT).)

### 11. Deschutes County & ODOT BUILD Applications – BMPO Letters of Support

Materials referenced: Deschutes County project flyer (Attachment D in agenda packet).

Deschutes County BUILD application draft letter of support (Attachment E in agenda packet).

ODOT BUILD application draft letter of support (Attachment F in agenda packet).

Manager Deke stated the Better Utilizing Investments to Leverage Development (BUILD) Grant program provided funding for surface transportation infrastructure projects with significant local or regional impact. Deschutes County would be submitting a planning grant application for the proposed US-97 Deschutes River Woods (DRW) interchange to conduct planning, complete preliminary design, and obtain environmental clearances. ODOT would submit a grant application to construct safety improvements on US-97 between Terrebonne and Madras.

Chair Méndez supported wildfire planning and egress for DRW but questioned applying for a \$43 million grant to put a freeway interchange in a rural community neighborhood without sidewalks or urban street standards, potentially increasing VMTs and undermining safety and carbon reduction goals; however, he would support the letter based on previous discussions.

Emerald Shirley shared a scope exhibit of ODOT's US-97 safety improvement project which would install a barrier and widen the road shoulder on US-97 along Juniper Butte just south of Madras, as identified in a recent safety study. She confirmed the project had received support from Central Oregon Area Commission on Transportation (COACT).

**Motion 7:** Mike Riley moved approval of the letters of support for the Deschutes County and ODOT BUILD grant applications. Emerald Shirley seconded the motion which passed 4 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend), Rawlings (Deschutes County) Nays: None.)

### 12. Federal Fiscal Year 2025 (FFY25) Annual Obligation Report

Materials referenced: A link was provided to the **FFY25 Annual Obligation Report**

Kelli Kennedy provided an overview of the FFY25 Annual Obligation Report, which was required for all BMPO area projects and programs that received federal transportation funding obligations between October 1, 2024, and September 30, 2025. She reviewed FFY25 obligations funding sources and projects.

### **13. Other Business**

Federal surface transportation legislation update: Manager Deke stated current federal surface transportation legislation would expire at the end of September 2026 and Congress was beginning to build the next multi-year transportation bill. The Association of MPOs, National League of Cities, National Association of Counties, and other agencies were collaborating to influence the developing legislation and had created a toolkit to help MPOs easily provide input or draft letters of support. A draft piece of legislation called the Basics Act was introduced in the last week with a focus on maintenance and preserving infrastructure, streamlining grant programs, and completing safety projects. House and Senate leadership were showing interest in moving forward due to anticipating changes after the November election.

Emerald Shirley confirmed ODOT did not want to cancel projects due to federal funding obligations. ODOT was already reducing urbanization type capital projects in the future. She stated the Basics Act would amend the formula to make it easier to support local, rural, and regional planning directly.

Oregon legislative session update: Manager Deke did not believe ODOT's funding issues were being addressed in a meaningful way. Emerald Shirley expected there would be a budget bill rather than a transportation funding bill. Chair Méndez described political tactics being used such as denying quorum.

#### Policy Board member agenda item requests:

Staff would return with more information about draft letters for providing input on federal transportation legislation at an upcoming Policy Board meeting.

The next scheduled meeting of the Policy Board would be March 31, 2026, at 1:00 p.m. Potential topics for the next meeting were reviewed. The BMPO Budget Committee was scheduled to meet March 17, 2026 at 12:30 p.m. at City Hall.

### **14. Public Comment**

There was none.

### **15. Adjourn**

Chair Méndez adjourned the meeting at 1:46 p.m.

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# MEMORANDUM

**To:** BMPO Policy Board  
**From:** Andrea Napoli  
**Date:** March 20, 2026  
**Re:** Overview of the BASICS Act

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## Overview

The *Bridges and Safety Infrastructure for Community Success (BASICS) Act* is a bipartisan federal transportation bill introduced on February 9, 2026, by Reps. Kristen McDonald Rivet (D-MI) and Rob Bresnahan (R-PA). The bill aims to modernize federal surface transportation programs by shifting more decision-making authority and funding toward local and regional governments, which own and operate most transportation assets.

## Key Provisions

- **Rebalanced Federal Funding:** Adjusts the Highway Trust Fund distribution from **85% state / 15% local** to **75% state / 25% local**, significantly increasing resources for local governments. While the percentage of funding to state DOTs would decrease, state DOT funding would increase by approximately 11% in the first year of the bill. Some competitive grant programs would transition to formula programs.
- **Local and Regional Project Prioritization:** Elevates locally selected projects and strengthens regional planning as the basis for federal investment decisions.
- **Safety and Accountability:** Directs funding toward projects to where people travel, where projects are ready, and where safety outcomes matter most.

## How the BASICS Act Applies to MPOs

The Act would strengthen MPOs' role in federal transportation decision-making:

- **Greater Funding Control:** MPOs would receive a larger, more predictable share of federal dollars, improving long-range planning and project delivery.
- **Enhanced Project Selection Authority:** MPOs would have increased influence over which projects receive federal funding, reinforcing the importance of regional planning processes.



- **Alignment With MPO Responsibilities:** The Act's focus on safety, multimodal planning, and local ownership aligns with MPO mandates and improves their ability to address regional needs.
- **Support for Local Priorities:** By directing more funds to community-selected projects, the Act empowers MPOs to advance regionally significant investments.

## Broad Local Government Support

- The BASICS Act is endorsed by the National League of Cities, National Association of Counties, National Association of Regional Councils, National Association of Development Councils, US Conference of Mayors, Association of Metropolitan Planning Organizations, American Public Works Association, and National Association of County Engineers.

## Legislative Pathway and Likely Date Ranges

The current federal surface transportation law expires **September 30, 2026**. Congress is expected to consider reauthorization bills—including the BASICS Act—throughout 2026. Below is the typical pathway with realistic timing windows:

1. **Bill Introduction (Completed)**  
*February 2026* — BASICS Act introduced in the House.
2. **House Committee Referral and Hearings, Markup, Vote and Floor Consideration**  
*February–July 2026* — House Transportation & Infrastructure Committee holds hearings, gathers testimony, and considers amendments. Committee debates and votes on advancing the bill, full House debate, amendments, and vote
3. **Senate Introduction, Committee Review and Floor Vote**  
*June–September 2026* — Senate introduces a companion bill or takes up the House version; committees conduct hearings and markup, and Senate floor vote.
4. **Conference Committee (if needed)**  
*August–September 2026* — Reconciliation of House and Senate versions.
5. **Final Passage in Both Chambers**  
*September 2026* — Final votes timed to align with surface transportation reauthorization deadlines.
6. **Presidential Signature**  
*September–October 2026* — Bill becomes law if signed before or shortly after the expiration of current law.



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**MAILING ADDRESS**PO Box 431  
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541-385-6676

**WEB**[bendoregon.gov/mpo](http://bendoregon.gov/mpo)**BMPO POLICY BOARD**Ariel Méndez, Chair  
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Senior PlannerKelli Kennedy  
Program Coordinator

March 31, 2026

Name of recipient

Title

Organization

Address

Dear [Congress[wo]man/Senator.....],

I am writing on behalf of the Bend Metropolitan Planning Organization Policy Board. I urge you to support H.R.7437, the BASICS (Bridges And Safety Infrastructure for Community Success) Act, introduced by Representatives McDonald Rivet and Bresnahan.

The BASICS Act would do the following:

- Focus on road safety. The BASICS Act increases and protects funding for the Highway Safety Improvement Program (HSIP). It also directs some HSIP funds through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All program.
- Deliver regional priorities faster. The BASICS Act accelerates delivery of regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- Ensure transparency and collaboration. The BASICS Act improves transparency by reinforcing collaboration across federal, state, regional, and local partners to ensure that local voices are heard and transportation investments reflect what communities need most.
- Invest in repairing locally owned bridges. Counties own 38 percent of U.S. bridges. The BASICS Act ensures bridge funding reflects this reality by directing resources proportionally to locally owned bridges in each state.
- Strengthen regional planning. Created by Congress, Metropolitan Planning Organizations (MPOs) are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects. The BASICS Act increases Metropolitan Planning (PL) funding so MPOs can meet growing federal requirements, deliver



stronger plans, and select projects that reflect long-term community needs.

The BASICS Act is supported by the Local Officials in Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the National Association of Regional Councils (NARC), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), and the U.S. Conference of Mayors (USCM). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping federal transportation policy.

By supporting the BASICS Act, you will help ensure that cities, counties, and MPOs have the resources they need to deliver transportation systems that support local economies, safely connect neighborhoods and communities, and serve residents every single day.

Thank you for your leadership and consideration.

Sincerely,

Ariel Méndez, Chair  
Bend City Councilor  
amendez@bendoregon.gov



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