



Meeting Summary

BMPO Technical Advisory Committee

Location: Hawthorne Station Conference Room
334 NE Hawthorne Avenue, Bend, Oregon
Date: February 3, 2026
Time: 10:00 a.m.
Prepared by: ABC Transcription Services, LLC.

In Attendance

Voting Members

1. Paul Dean, Bend-La Pine Schools (BLS), joined at 10:09 a.m.
2. Quinn Keever, Bend Park and Recreation District (BPRD)
3. Bob Townsend, Cascades East Transit (CET)
4. James Dorofi, Community Member
5. Brian Potwin, Commute Options
6. Tarik Rawlings, Deschutes County
7. Neil Baunsgard, Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC)
8. Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4

Voting Member Alternates

1. Michelle Rhoads, BLS, joined at 10:05 a.m., alternate until Paul Dean joined at 10:09 a.m.

Non-Voting Members

1. Angie Brewer, Department of Land Conservation & Development (DLCD), left at 10:29 a.m.
2. Tyler Deke, BMPO Manager

BMPO Staff and Other Attendees

1. Andrea Napoli, BMPO Senior Planner
2. Kelli Kennedy, BMPO Program Coordinator
3. Greg Bryant, member of the public
4. Jesse Thomas, City of Bend, left at 10:51 a.m.

Notes

1. Call to Order and Introductions

Manager Deke called the meeting to order at 10:02 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. Meeting Summary

Materials referenced: January 6, 2026 BMPO TAC draft meeting summary (Attachment A in agenda packet).

Motion 1: Tarik Rawlings moved approval of the January 6, 2026 TAC draft meeting summary as presented. Bob Townsend seconded the motion which passed 8 to 0.

(Ayes: Keever (BPRD), Townsend (CET), Dorofi (Community Member), Potwin (Commute Options), Rawlings (Deschutes County) Baunsgard (BPAC), Shonkwiler (ODOT), Rhoads (BLS).

Nays: None.)

5. 2027 – 2030 Metropolitan Transportation Improvement Program (MTIP) – Draft Review

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

Manager Deke presented an overview of the draft 2027 – 2030 MTIP, which identified transportation projects and programs scheduled to begin in the BMPO area over the next four years. ODOT had included culvert repair and replacements along US-97, and CET had received federal funding to operate a fixed-route bus system, provide services for seniors and people with disabilities, and complete capital projects. He shared a table of total draft funding amounts for 2027 – 2030. A public comment period would begin March 6, 2026, and the TAC would provide a recommendation prior to the expected adoption of the 2027 – 2030 MTIP at the Policy Board meeting in April 2026.

Ken Shonkwiler explained ODOT was in the process of transitioning from a four-year Statewide Transportation Investment Plan (STIP) to a ten-year Capital Investment Plan. ODOT currently had only programmed for 2027 phases and expected the Capital Investment Plan framework to be complete by the end of 2026. He confirmed an MTIP amendment was likely to be presented in 2027 to add more ODOT projects to the MTIP.

Manager Deke stated the BMPO was federally required to have a four-year planning document, and ODOT’s ten-year plan information could potentially be included in the MTIP.

Ken Shonkwiler and Quinn Keever volunteered to complete a full review of the draft 2027 – 2030 MTIP. All TAC members were encouraged to review the draft MTIP document, or sections of interest, and provide comments to BMPO Staff by February 17, 2026. The draft 2027 – 2030 MTIP was posted online and would be sent to reviewing TAC members via email, along with any revisions.

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 stated multi-modal transportation data was blended from diverse sources, compiled into reports, and used to inform decisions around infrastructure investments and maintenance, safety enhancement

strategies, targeted enforcement, behavior analysis, and support for broader goals like economic activity, equitable planning, climate resilience, and Council Goals. He noted cameras counted and differentiated between vehicles, bicycles, and pedestrians, and did not maintain video. A new transportation model focused on identifying infrastructure gaps and conflict areas between pedestrian crossings or bike lanes and high vehicle speeds would be available by June 2026 to help prioritize investments for the upcoming Budget cycle. Real-world data could inform City operations such as choosing where to lay sand or grit or prioritize street sweeping, and reveal how transportation system use was affected by the weather. He described current funding needs including procuring Connected Vehicle Data, and installing a permanent camera at Franklin Ave in addition to the camera already located at Portland Bridge.

Questions were addressed about the process of acquiring data from Garmin and Strava for insights into actual transportation system use, with free logins provided to municipalities; Portland Bridge and Franklin Ave being selected for permanent counter installation due to infrastructure work providing an opportunity to remove old in-ground loop counters; the plan to eventually install permanent counters on all bridges in the area; eventually using data to measure vehicle miles traveled (VMTs); state Departments of Transportation being required to have a Highway Performance Monitoring System (HPMS) which would generate annual statewide VMT estimates; making data available to the public on the City's open data site, especially in the form of summarized reports, except as prohibited by companies providing the data; and the tentative plan to install cameras on light poles on the northwest side of the underpass on Franklin Ave.

7. Member & Guest Roundtable

ODOT: Ken Shonkwiler provided an update on possible Budget situations being anticipated by ODOT, stating leadership had provided the legislature three tiers for consideration and would know the decision in late February or early March. At Tier 1, a large portion of vacant positions would be lost, and some project funding would be redirected to cover ODOT Staff shortages. Tier 2 would eliminate all vacant positions and some existing filled positions. Tier 3 would eliminate all vacancies and around 500 filled positions. ODOT's Planning funding was secured for the upcoming biennium and could not be redirected to Staff support. He reported ODOT had completed the Revere Ave rail crossing study; the US-20 Facility Plan was now in draft form; ODOT was working through negotiations for the Deschutes County Intelligent Transportation System (ITS) Plan update, last updated in 2020; ODOT Region 4 had very lean Staff, comparatively, with many Staff members serving multiple interim positions; the I-5 Columbia River Bridge project was speculative at this point, but updated cost estimates had been provided to the Oregon Transportation Commission; and ODOT would begin the US-97 to US-20 connection study later this year.

Deschutes County: Tarik Rawlings stated the County TSAP update would be complete by the end of the month. Consultants had provided a final draft for review by County Commissioners prior to adoption anticipated in the last week of February. The County was talking with ODOT and other agency partners about options for a quick build project on 126th St and 35th St in Redmond. An outreach group would begin soon for the Terrebonne Community Plan update, and a series of tabling and open house events would be held at the school to provide an opportunity to ask questions or submit comments.

Commute Options: Brian Potwin reported on the City of Bend's Climate Action Partner grant focused on supporting school pools, Safe Routes to School, and reducing VMTs; a new contract with BLS through the Transportation Safety Office to do bicycle and pedestrian safety education in La Pine; potential to expand Commute Option's e-bike safety course into Washington; providing e-bike safety education alongside Portland's e-bike rebate program; a new safety education request from Happy Valley; and the upcoming Winter Walk to School Day. He stated ODOT's Get There platform had been completely revamped and was now easier and more useful for people tracking trips, carpools, or van pools, and offered discount incentives for people using the platform regularly.

CET: Bob Townsend stated CET began charging bus fares yesterday, and despite challenges 1,200 bus riders signed up for an account. He reported CET was fully staffed again; sponsorships were being set up so people could donate bus fares to others; the outsides of buses would be revamped in accordance with CET's new advertising policy; preliminary 2025 CET ridership numbers showed a 15 to 20 percent increase, and numbers would be shared in the next few weeks; and CET capital projects would include bus stop improvements like signs, shelters, and benches. He explained midday bus route cancellations on the Pasio app were sometimes caused by buses running behind due to construction, traffic, or in rare cases safety hazards.

BLS: Quinn Keever reported Kittelson and Associates had been hired to begin the Deschutes River Trail South study in an effort to connect the last gaps in the Deschutes River Trail between Sunriver and Tumalo State Park and enhance non-motorized access to Deschutes National Forest. The study would consider connection alternatives between Reed Market Rd and the south urban growth boundary and complete feasibility engineering for the two preferred alternatives, in addition to a no build alternative. BLS was forming an outreach strategy and a stakeholder group comprised of representatives from community organizations, nonprofits, and partner agencies. At least two public open houses would be held to provide opportunities to submit comments, and all minutes and recordings would be available for a transparent process. She noted the public did not reach consensus during previous efforts, and the public was currently applying the pressure to reevaluate options, though no big decisions would be made at this point. The project would face constraints related to the river, transportation issues, environmental requirements, and private property going forward.

More information was requested from City Staff at a future TAC meeting regarding the City's ongoing transportation design standards review.

8. Public Comment

There were no public comments.

9. Next TAC Meeting

The next meeting of the BMPO TAC is scheduled for March 3, 2026, at 10:00 a.m.

10. Adjourn

Manager Deke adjourned the meeting at 11:13 a.m.

11. Hawthorne Station Tour

Materials referenced: A link was provided to the **CET webpage**.

The planned tour of Hawthorne Station did not take place.



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