



AGENDA

BMPO Policy Board

Date: May 15, 2026

Start Time: 12:00 p.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: dial 1-888-788-0099 and enter webinar ID# 825 0868 0377
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BMPO Policy Board Meeting

Start Time	Item	Information	Presenters
12:00	1. Call to Order & Introductions		Chair Méndez
12:05	2. Hybrid Meeting Guidelines		Tyler Deke, BMPO
12:07	3. Public Comment	Time for members of the public to provide comments. Additional time for comment will be provided prior to adjournment.	Chair
12:10	4. Meeting Minutes	Attachments/Links Attachment A: Draft Budget Committee meeting minutes, March 17, 2026. Attachment B: Draft Policy Board meeting minutes, March 31, 2026.	Chair



Start Time	Item	Information	Presenters
		<p>Attachment C: Draft Policy Board meeting minutes, April 17, 2026.</p> <p>Action Requested Review and approve the draft Budget Committee meeting minutes from March 17th and the draft Policy Board meeting minutes from March 31st and April 17th.</p> <p>Recommended language for motion: <i>I move approval of the draft March 17, 2026, Budget Committee meeting minutes, the draft March 31, 2026, Policy Board meeting minutes, and the draft April 17, 2026, Policy Board meeting minutes, as presented.</i></p>	
12:15	5. BMPO Committees – Community Member Reappointment	<p>Background The terms of a community member serving on the Budget Committee and Technical Advisory Committee (TAC) expire June 30. The community member has expressed interest in serving additional terms on both committees. The Bylaws allow reappointment of community members to a second consecutive term.</p> <p>Attachments/Links Attachment D: Budget Committee roster. Attachment E: TAC roster.</p> <p>Action Requested Reappoint community member to the Budget Committee and TAC.</p> <p>Recommended language for motion: <i>I move to reappoint [name] for a second 3-year term on the BMPO Budget Committee and BMPO Technical Advisory Committee.</i></p>	Chair & Staff
12:20	6. Metropolitan Transportation Improvement	<p>Background One amendment to the 2024-2027 MTIP is proposed. It involves changes to the</p>	Kelli Kennedy, BMPO



Start Time	Item	Information	Presenters
	Program (MTIP) Amendment	<p>project name, description, scope, funding, mile points, and work phase programming. Public notice of the proposed amendment was provided online and via email notification to media and interest groups.</p> <p>Attachments/Links Attachment F: Public Comment Log (will be updated prior to meeting if any additional comments are received). Link to Transportation News Release for the proposed amendment.</p> <p>Action Requested 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>	
12:30	7. Deschutes County Transportation Safety Action Plan (TSAP) Update	<p>Background The Deschutes County TSAP was recently updated. County staff will provide an overview of the TSAP findings, recommendations, and next steps.</p> <p>Attachments/Links Link to Deschutes County TSAP.</p> <p>Action Requested None. Informational item.</p>	Blaine Wruck, Deschutes County
12:50	8. Cascades East Transit (CET) Fare Implementation & Service Changes	<p>Background CET has implemented several service and service-related changes over the past year including adding new routes, increasing service frequency on key routes, improving bus stops including new shelters, and reimplementing fares. CET staff will provide an overview of these changes and</p>	Bob Townsend, CET



Start Time	Item	Information	Presenters
		<p>other planned service and capital improvements.</p> <p>Attachments/Links Link to CET website.</p> <p>Action Requested None. Informational item.</p>	
1:10	9. US97 Safety Funding Support Letter	<p>Background The County Commissions of Deschutes, Jefferson, and Klamath Counties sent a letter to the Oregon legislature Joint Committee on Transportation and the Ways and Means Subcommittees on Transportation and Public Safety urging them to make US97 safety a top transportation investment priority in 2027. Staff will review the letter and seek Policy Board support for a BMPO letter.</p> <p>Attachments/Links Attachment G: Deschutes, Jefferson, and Klamath Counties letter. Attachment H: Draft BMPO letter.</p> <p>Action Requested Consider approval of the US97 safety letter to Oregon Legislature.</p> <p>Recommended language for motion: <i>I move to approve the US97 safety letter to the Oregon Legislature.</i></p>	Chair & Staff
1:20	10. Other Business	<p>Policy Board Updates/Requests</p> <ul style="list-style-type: none">• Updates on projects/planning efforts• Future agenda topic requests <p>BMPO Staff Updates</p> <ul style="list-style-type: none">• Transportation Safety Action Plan status• Upcoming agenda topics:	Chair & Staff



Start Time	Item	Information	Presenters
		<ul style="list-style-type: none"> ○ State Highway Fund Program – Fiscal Years 2028 through 2030 Allocations Revisit ○ ODOT TSAP Update 	
1:27	11. Public Comment	Additional time for members of the public to provide comment.	Chair
1:30	12. Next Meeting & Adjournment	The next meeting of the BMPO Policy Board is proposed to take place on June 18, 2026, at 10:00 a.m.	Chair



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Meeting Minutes

BMPO Budget Committee

Location: Awbrey Butte Conference Room (City Hall)
710 NW Wall Street, Bend, Oregon

Date: March 17, 2026

Time: 12:30 p.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

Budget Committee Board Members

1. Greg Bryant, Community Member
2. Phil Chang, Deschutes County, BMPO Policy Board, left at 1:37 p.m.
3. James Dorofi, Community Member, BMPO Technical Advisory Committee (TAC)
4. Ariel "Ari" Méndez, Bend City Councilor, BMPO Policy Board Chair
5. Mike Riley, Bend City Councilor, BMPO Policy Board Vice Chair
6. Emerald Shirley, Oregon Department of Transportation (ODOT), BMPO Policy Board
7. Bob Townsend, Cascades East Transit (CET), BMPO Policy Board
8. Patrick Walsh, Community Member

Member Alternates

1. Tarik Rawlings, Deschutes County, BMPO TAC, served as alternate after 1:37 p.m.

BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Andrea Napoli, BMPO Senior Planner
3. Kelli Kennedy, BMPO Program Coordinator
4. Samantha Nelson, City of Bend Chief Financial Officer, left at 1:26 p.m.
5. Dan Quick, City of Bend Budget and Financial Planning Manager
6. Tory Carr, City of Bend Senior Budget and Financial Analyst
7. Stacie Fritz, member of the public
8. John Heylin, member of the public, left at 1:17 p.m.

Notes

1. Call to Order and Hybrid Meeting Guidelines

Ari Méndez called the meeting to order at 12:34 p.m. with a quorum established. Manager Deke reviewed the hybrid meeting guidelines.

2. Introductions, Expectations, and Questions

Budget Committee members shared expectations for the Budget meeting's impacts and outcomes and posed questions for Staff prior to reviewing the draft Budget.

3. Member Terms and Chair Appointments

Materials referenced: Budget Committee Roster (Attachment A in agenda packet).

Budget Committee approved meeting minutes for March 26, 2025 (Attachment B in agenda packet)

Manager Deke displayed Budget Committee member terms. The Committee discussed the benefits of renewing member terms or opening positions for public applications.

Greg Bryant volunteered to serve as Budget Committee chair.

Motion 1: Ari Méndez moved that Greg Bryant serve as BMPO Budget Committee Chair for calendar year 2026. Mike Riley seconded the motion, which passed 8 to 0.

(Ayes: Bryant (Community Member), Chang (Deschutes County), Dorofi (Community Member), Méndez (City of Bend), Riley (City of Bend), Shirley (ODOT), Townsend (CET), Walsh (Community Member). Nays: None.)

4. BMPO Fiscal Year 2027 (FY27) Budget Message

Materials referenced: Links were provided to the **BMPO FY27 Proposed Budget** and the **BMPO Work Program and Budget webpage**.

Manager Deke reviewed the BMPO's purpose, minor boundary changes, and funding history. ODOT had historically provided the match funds required for Federal Highway Administration (FHWA) PL funds, but due to budgetary issues, ODOT had reduced the match funds provided to fifty percent and further reductions could occur in the future. ODOT had recently updated the formula for allocating funds to MPOs throughout the State, and the formula change had significantly benefited the BMPO with increased FHWA and FTA funds for the next two fiscal years. He described key accomplishments from FY25 and FY26, major work projects underway, upcoming priorities and major work activities for FY27, and the potential for funding uncertainty due to expiring federal transportation legislation and ODOT funding issues. BMPO Staff would work with the City's Finance Staff on financial models to consider the potential impacts of funding changes.

Questions and comments were addressed about outreach to Tumalo residents resulting only in minor adjustments to the BMPO boundary; potential impacts to ODOT's Budget and future State Highway Funds (SHF) if the current ballot measure did not pass; 2027 SHF amounts; a potential legislative funding gap due to inflation impacting the static dollar amount ODOT was required to provide to cities and counties; requirements for expending SHF dollars; using SHFs and in-kind matches to cover federal match requirements; MPO cities and urbanized areas being required to comply with Oregon's climate change rules; whether Congress would pass a new transportation bill or a resolution to continue extending existing funding levels; potential funding gaps impacting statewide planning support; and using the Reserve Fund to cover match funds or Staff time, if necessary.

Senior Planner Napoli provided an overview of the Unified Planning Work Program (UPWP) including the proposed budget amount for each task from the BMPO, COVID Relief, and SHF Programs.

Questions were addressed about posting the Obligation Report for transparency; BMPO revenue percentage allocations for each task remaining the same as in previous years, though amounts may vary; completing the draft Transportation Safety Action Plan (TSAP) by spring 2027 using a one-time Safe Streets for All grant from the FHWA of about \$200,000; revenue percentage allocations applying only to consistent BMPO funding sources such as 5303, PL and SHF; and being able to use SHFs for transit projects if exchanged for federal dollars with ODOT.

Budget Committee members discussed reducing the City of Bend's Street Preservation Program's allocation and redirecting the funds to transit or safety projects. Forty percent of the BMPO's discretionary funds were currently allocated to the Street Preservation Program, which would rely partially on BMPO funding unless the City moved forward with Phase 3 of the transportation utility fee, which currently seemed unlikely. Preventative road maintenance is cheaper than major repaving projects, and the pavement condition index could potentially drop due to the projected gap between rising costs and revenue received. Committee members requested inviting David Abbas to a meeting to discuss Street Preservation funding sources and needs and to consider example funding scenarios.

Manager Deke noted Budget adoption by the Policy Board could potentially be moved to the May meeting to allow time to speak with David Abbas. Staff would return with clarity about whether funds allocated for FY27 could be adjusted.

Manager Deke reviewed the proposed FY27 Budget summary.

Tory Carr confirmed BMPO funding cycles usually resulted in writing award checks near the end of the fiscal year. She would send the FY25 Historical Analysis to Budget Committee members.

5. Public Comment

There were no public comments.

6. BMPO FY27 Budget Approval

Motion 2: Mike Riley moved approval of the proposed BMPO Fiscal Year 2027 Budget, as presented, and recommend it for BMPO Policy Board adoption. James Dorofi seconded the motion which passed 8 to 0.

(Ayes: Bryant (Community Member), Rawlings (Deschutes County), Dorofi (Community Member), Méndez (City of Bend), Riley (City of Bend), Shirley (ODOT), Townsend (CET), Walsh (Community Member). Nays: None.)

Next steps included opening a 21-day public comment period prior to a public hearing held by the Policy Board to adopt the proposed FY27 Budget.

7. Adjourn

Chair Bryant adjourned the meeting at 1:55 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: March 31, 2026
Time: 1:00 p.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. Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager

Nonvoting Members

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

Member Alternates

1. David Abbas, City of Bend, joined at 1:09 p.m.

BMPO Staff and Other Attendees

1. Tyler Deke, BMPO Manager
2. Andrea Napoli, BMPO Senior Planner
3. Kelli Kennedy, BMPO Program Coordinator
4. Doug Pigman, Bend-La Pine Schools (BLS), left at 1:28 p.m.
5. Greg Bryant, member of the public
6. Stacie Fritz, member of the public
7. Chris Doty, Deschutes County, joined at 1:14 p.m.

Notes

1. Call to Order and Introductions

Chair Méndez called the meeting to order at 12:08 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

3. Public Comment

Greg Bryant, Deschutes River Woods (DRW) resident, suggested redirecting about \$30,000 to \$35,000 of the State Highway Funds (SHF) allocated to Bend toward DRW, which had about 34 miles of roadway within the BMPO boundary. He noted Deschutes County had instituted a moratorium on paving county roads in 2009.

4. Meeting Minutes

Materials referenced: February 13, 2026, BMPO Policy Board draft meeting minutes (Attachment A in agenda packet).
February 20, 2026, BMPO Policy Board draft meeting minutes (Attachment B in agenda packet).

Motion 1: Phil Chang moved approval of the February 13, 2026, Policy Board draft meeting minutes as presented. Emerald Shirley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Chang (Deschutes County), Shirley (ODOT). Nays: None.)

The Board proceeded to Agenda Item 7 at this time.

5. Fiscal Years 2026 – 2027 (FY26 – FY27) Unified Planning Work Program (UPWP) Midcycle Amendment

Materials referenced: A link was provided to the [BMPO Work Program and Budget webpage](#).

This item was addressed directly after Agenda Item 7.

Senior Planner Napoli highlighted FY26 accomplishments and reviewed priorities and major work activities for FY27.

Manager Deke shared the schedule and estimated funding anticipated for FY27, noting that an MPO funding distribution formula update had benefited the BMPO. ODOT had historically provided 100 percent of the match for PL funds, but match funds provided for FY26 and FY27 were reduced to 50 percent and in the future, match funds could potentially be reduced to zero if a transportation funding package was not passed. He outlined the FY27 Draft Budget Summary.

The Board discussed potentially allocating SHFs to DRW. Board members wanted information about the type of work that could be accomplished in DRW using the funding and requested that Staff look into developing criteria or a reasonable basis for allocating SHF funds to DRW roads. The County is not considering lifting the moratorium on paving county roads; however, DRW road improvements could potentially be facilitated by establishing a special road district or including a DRW project in a Transportation System Plan (TSP) or Transportation Safety Action Plan (TSAP). The Board was scheduled to revisit FY28 – FY30 SHF awards at the Policy Board meeting in June.

Staff confirmed the Policy Board was scheduled to adopt the FY26 – FY27 UPWP amendments at the April meeting.

6. Metropolitan Transportation Improvement Program (MTIP) Amendment

Materials referenced: Links were provided to the **BMPO MTIP webpage** and the **Transportation News Release** for the proposed amendment.

Program Coordinator Kennedy presented an amendment to the 2024 – 2027 MTIP adding the 5310 STBG Formula Gap Funding project for Central Oregon Intergovernmental Council (COIC) by moving funds from two approved Statewide Transportation Improvement Program (STIP) bucket-fund projects. Public notice had been provided, and no public comments were received.

Bob Townsend explained amendments to reallocate bucket-funds were commonly due to federal funding formula adjustments. These are “5310” funds that are used to enhance mobility of seniors and individuals with disabilities.

Motion 2: Emerald Shirley moved to approve the proposed amendment to the 2024 – 2027 MTIP, as presented. Phil Chang seconded the motion which passed 4 to 0. (Ayes: Méndez (City of Bend), Chang (Deschutes County), Shirley (ODOT), Abbas (City of Bend). Nays: None.)

The Board proceeded to Agenda Item 8 at this time.

7. Bend-La Pine Schools (BLS) COVID Relief Program Award Update

This item was addressed directly after Agenda Item 4.

Senior Planner Napoli stated BLS had received a \$125,000 COVID Relief funding award from the BMPO for a multi-use trail near High Desert Middle School. She and Doug Pigman had met with the Community Development Planner to clarify siting for the multi-use path amidst ongoing area developments.

Doug Pigman reviewed existing path conditions and shared recommendations for improving each segment of the multi-use path, noting Safe Routes to School crossing considerations and potential to connect to the future Caldera Drive and a roundabout at Ferguson and 27th St which was still under design. He suggested adding the remaining \$10,000 of planning funding to the path construction budget for a total of about \$85,000, noting that as bids were received from contractors, the project would be scaled to fit the budget.

Questions were addressed about hesitating to invest in correcting the steep incline near Ferguson Rd due to cost and the possibility that the path could be torn out and redesigned in the future; the unlikelihood of another vehicle road being developed north of Hearthstone Lane; spending most of the funding on the south end of the path, and extending improvements north of Hearthstone Lane as far as finances allowed; BLS’ previous proposals for a raised crossing or rerouting the path to cross on Diamondback Lane, further from the intersection; and Public Works Staff supporting the plan to stay flexible regarding the path’s north end while waiting for roundabout development at Ferguson Rd and 27th St.

The Board returned to Agenda Item 5 at this time.

8. Federal Transportation Legislation and Letter of Support

Materials referenced: BASICS Act overview memo (Attachment C in agenda packet).

BASICS Act draft support letter (Attachment D in agenda packet).

A link was provided to the **Local Officials in Transportation Coalition BASICS Act website.**

This item was addressed directly after Agenda Item 6.

Manager Deke stated Congress was considering several multi-year transportation funding proposals. He provided an overview of the Bridges and Safety Infrastructure for Community Success (BASICS) Act, noting the proposal was supported by a coalition of national organizations which had requested cities, counties, and MPOs to submit letters of support to their respective congressional delegations.

Questions and comments were addressed about working on the backlog of existing bridge maintenance projects within the National Bridge Inventory, which included both overpasses and traditional bridges; the American Association of State Highway and Transportation Officials (AASHTO) working to get more funding funneled directly to state DOTs for distribution; and the National Association of Counties' work to advocate for the BASICS Act and keep more local access to discretionary funding programs.

Emerald Shirley recused herself from the vote.

Motion 3: Phil Chang moved to approve the letter of support for the BASICS Act. David Abbas seconded the motion which passed 3 to 0 to 1.

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

9. Other Business

Bend TSAP update: Manager Deke reported a draft analysis of Bend's crash data for 2019 – 2023 would be posted later today and discussed at the upcoming Project Advisory Committee (PAC) meeting on April 7, 2026. A link would be provided to Policy Board members for review.

Senior Planner Napoli described the TSAP update public engagement plan including an online open house, in-person events, and City open house events relating to street improvement.

Enforcement Cameras and Traffic Diverters: Chair Méndez stated cameras for red light and speed enforcement were beginning to operate in Bend, and warnings would be issued for one month before citations begin being issued in May. The City was installing traffic diverters on some greenway routes to prioritize foot and bicycle traffic and create a safe route for people using mobility scooters. He encouraged directing questions to City Council and noted there was a page on the Police Department's website called Automatic Traffic Enforcement Program with more information.

David Abbas noted a form was available online for public feedback regarding traffic diverters.

Policy Board member agenda item requests:

Board members requested more information be provided at a future meeting about the long-term effects of CET reinstating bus fares.

The next scheduled meeting of the Policy Board would be April 17, 2026, at 12:00 p.m. Potential agenda topics were reviewed.

10. Public Comment

There were no public comments.

11. Adjourn

Chair Méndez adjourned the meeting at 2:06 p.m.



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MEETING MINUTES

BMPO Policy Board

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

Date: April 17, 2026

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC

In Attendance

- Voting Members
 - Chair Ariel "Ari" Méndez, City of Bend Councilor
 - Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager
 - Mike Riley, City of Bend Councilor
- Non-voting Member
 - Bob Townsend, Cascades East Transit (CET) – left at 12:31 p.m.
- Voting Member Alternates (acting)
 - Chris Doty, Deschutes County – joined at 12:21 p.m.
- Staff and Other Attendees
 - Tyler Deke, BMPO Manager
 - Andrea Napoli, BMPO Senior Planner
 - Kelli Kennedy, BMPO Program Coordinator
 - Matt Kittelson, Kittelson and Associates
 - Miranda Barrus, Kittelson and Associates
 - Tory Carr, City of Bend – left at 12:13 p.m.
 - David Abbas, City of Bend – joined at 12:06 p.m.
 - Susanna Julber, City of Bend
 - Nick Fortey, Federal Highway Administration (FHWA) – joined at 12:28
 - Greg Bryant, member of the public
 - Cheri Costello, member of the public
 - Haven Costello, member of the public
 - Stacie Fritz, member of the public

Agenda Items



1. Call to Order & Introductions
2. Hybrid Meeting Guidelines
3. Public Comment
4. Meeting Minutes
5. Fiscal Year 2027 (FY27) Budget – Public Hearing & Adoption
6. Fiscal Years 2026 and 2027 (FY26-FY27) Unified Planning Work Program (UPWP) Midcycle Amendment – Adoption
7. 2027-2030 Metropolitan Transportation Improvement Program (MTIP) – Adoption
8. Bend Transportation Safety Action Plan (TSAP) – Project Review #2
9. Other Business
10. Public Comment
11. Next Meeting & Adjournment

Notes

1. Call to Order & Introductions

Chair Méndez called the meeting to order at 12:04 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Tyler Deke reviewed the hybrid meeting guidelines.

3. Public Comment

Greg Bryant, Deschutes River Woods (DRW) resident, had spoken with Chris Doty about possibly using \$30,000 to \$35,000 in BMPO funding to set up a special road district in DRW. He intended to consult a lawyer regarding mapping and legal considerations.

4. Meeting Minutes

Materials referenced: February 20, 2026, BMPO Policy Board draft meeting minutes
(Attachment A in agenda packet)

Motion 1: Mike Riley moved approval of the February 20, 2026, BMPO Policy Board draft meeting minutes, as presented. Emerald Shirley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None.)

5. Fiscal Year 2027 (FY27) Budget – Public Hearing & Adoption

Materials referenced: Resolution 2026-01 to adopt the FY27 Budget (Attachment B in agenda packet)

A link was provided to the [BMPO Work Plan & Budget webpage](#).



Tyler Deke reviewed the proposed FY27 Budget summary, noting the June 16, 2026 Policy Board meeting would include a discussion about possibly reallocating some State Highway Funds (SHFs) from Bend's Street Preservation program to other projects.

Questions were addressed about the pre-existing agreement with the Streets Department regarding SHF allocations for the FY27 Budget cycle, and the discussion at the June meeting applying to SHF allocations for FY28-FY30.

Chair Méndez opened the public hearing and called for public comment.

Greg Bryant requested that the Board allocate \$30,000 to \$35,000 to set up a special road district in DRW.

Chair Méndez closed the public hearing.

Motion 2: Mike Riley moved to approve the BMPO FY27 Budget, as proposed, and by way of Resolution 2026-01, with an amendment increasing Resources in Intergovernmental Revenue by \$2,300 and increasing BMPO program appropriations by \$2,300. Emerald Shirley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None.)

6. Fiscal Years 2026 and 2027 (FY26-FY27) Unified Planning Work Program (UPWP) Midcycle Amendment – Adoption

Materials referenced: Resolution 2026-02 to adopt the FY26-FY27 UPWP Midcycle Amendment (Attachment C in agenda packet)

A link was provided to the [BMPO Work Plan & Budget webpage](#).

Tyler Deke presented the FY26-FY27 UPWP midcycle amendment and reviewed FY27 priorities and major work activities.

Questions were addressed about the BMPO working with the City to implement Climate Friendly and Equitable Community requirements and preparing for the upcoming Transportation System Plan (TSP) update, with adoption anticipated in 2029.

Motion 3: Emerald Shirley moved to adopt the amended FY26-FY27 UPWP as proposed and by way of Resolution 2026-02, with the following amendment: Revise FY27 Budget information to match the FY27 Budget, as adopted. Mike Riley seconded the motion which passed 3 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend). Nays: None.)



7. 2027-2030 Metropolitan Transportation Improvement Program (MTIP) – Adoption

Materials referenced: Resolution 2026-03 to adopt the 2027-2030 MTIP (Attachment D in agenda packet)

A link was provided to the [BMPO MTIP webpage](#).

Tyler Deke presented the 2027-2030 MTIP and reviewed the funding summary and development schedule, and minor agency comments received regarding wording or clarification. No public comments were received.

Questions were addressed about the process to include projects that were not identified yet in the MTIP document after the projects receive funding; ODOT's smaller project portfolio due to state funding issues, conservative federal funding forecasting, and not currently having any major grant-funded projects; ODOT only adopting 2027 projects and planning to continue adopting projects one year at a time; many "big-ticket" projects having been completed in the BMPO area in the last five to seven years; and improvements to the connection between Hwy 20 and Hwy 97 at the north end of Bend not receiving funding during the North Corridor project and remaining unfinished.

Motion 4: Mike Riley moved to adopt the 2027-2030 MTIP, as presented, by way of Resolution 2026-03. Emerald Shirley seconded the motion which passed 4 to 0. (Ayes: Méndez (City of Bend), Shirley (ODOT), Riley (City of Bend), Doty (Deschutes County). Nays: None.)

8. Bend Transportation Safety Action Plan (TSAP) – Project Review #2

Materials referenced: Tech Memo #3 – Existing Conditions (Attachment E in agenda packet)

Links were provided to the [Bend TSAP webpage](#) and the [Bend TSAP Update Online Open House](#).

Matt Kittelson shared a TSAP update timeline, outlined the FHWA's Safe System Approach framework, presented Tech Memo #3 regarding existing conditions in Bend, and described the Crash Pattern Assessment which identified common crash patterns and system-wide trends. He reviewed crash data by year, crash type, lighting conditions, driver age, and involvement of pedestrians, bicyclists, motorcyclists, impaired driving, or speeding. Young drivers, alcohol impairment, aging drivers, and nighttime conditions were identified as potential Emphasis Areas that met all three of the flagged criteria in Bend. He described systemic treatments and programs that could be implemented to target Emphasis Areas.

Questions were addressed about getting fatal crash data sooner than general crash data; preliminary information on fatal crashes from 2024 and 2025 on pages 38 and 39 of Tech Memo #3; potentially including yearly data relating to vehicle miles traveled



(VMTs); comparing intersections and road segments in terms of risk for pedestrian crossings and influence on crashes; possibly considering crash trend data per capita; and serious outcomes for crashes involving, but not necessarily caused by, bicyclists and pedestrians.

Consultants and Staff answered further questions about comparing fatal crash percentages for driver age groups relative to the proportion of the population represented; excluding the population below driving age from the data; potentially clarifying whether the drivers in age group categories had been at fault for crashes; the relationship between impaired drivers and serious injuries; considering and possibly purchasing more data regarding posted speeds versus prevailing speeds near high-crash locations; the impacts of speeding on perceived bicyclist and pedestrian safety; relying on engineering design, behavioral interventions, and enforcement to improve safety; and having data for e-bikes starting in 2022, but no data yet regarding electric motorcycles or scooters.

Miranda Barrus outlined the Network Screening Evaluation and described how crashes were weighted to identify locations with more serious or high concentrations of crashes. She reviewed crash data maps and scored lists ranking the top one percent high-crash intersections and street segments, highlighting those with safety improvement projects planned, programmed, or recently constructed. Ten priority locations would be identified during the TSAP update to receive capital-intensive safety improvement treatments.

Questions and comments were addressed about choosing not to exclude the State highway system data after finding it functioned similarly to the City's road system; "programmed" projects having funding designated in the City's Capital Plan, while "planned" projects were documented but did not have funding; the intersection at Revere Ave and 8th St being a top five percent high-crash intersection; comparing the priority of half-mile road segments versus intersections; Zan Associates doing equity mapping work and public engagement for the TSAP update; and the Safe Streets and Roads for All (SS4A) grant requirement to consider population demographics.

Andrea Napoli described Community Engagement Round 1 for the TSAP update including an online open house and survey from April 7, 2026 to May 15, 2026, and a "paper open house" available through community organizations. Notification was sent to neighborhood district leaders and contacts in Tumalo and DRW. In-person events will include the Earth Day event on April 28, 2026, and CityFest on May 1, 2026. The online open house had already received many responses including over 800 surveys completed and more than 300 mapping points identified, and speeding was the top concern in public comments received.



Questions were addressed about working with the Latino Community Association to make open house and mapping materials available to the Spanish speaking community and comparing statistics with other MPOs for benchmarking purposes not being part of the TSAP process.

The project team's steps would include reviewing TSAP Project Advisory Committee (PAC) member comments on Tech Memo #3, finalizing Tech Memo #3 and developing draft strategies, and discussing further at the third PAC meeting in October following Community Engagement Round 2.

9. Other Business

Emerald Shirley stated ODOT Staff had offered to provide a presentation to the BMPO about the ODOT TSAP update which could be scheduled in the next few months.

SS4A Grant Agreement amendment: Tyler Deke stated the SS4A Grant Agreement for the TSAP update would require an amendment to extend the deadline due to the anticipated completion timeline.

2026 Meeting Schedule: Tyler Deke stated the June Policy Board meeting had originally been scheduled for June 19, 2026 and was tentatively rescheduled for June 26, 2026. Policy Board members briefly discussed potential schedule conflicts with meeting dates in June and August.

10. Public Comment

There were no public comments.

11. Next Meeting & Adjournment

The next meeting of the BMPO Policy Board is scheduled for May 15, 2026 at 12:00 p.m.

Chair Méndez adjourned the meeting at 1:55 p.m.



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Committee Roster

BMPO Budget Committee

January 7, 2026

2026 Budget Committee Roster

Name	Representing	Member Role ¹	Term Start Date ²	Term End Date ³
Greg Bryant	Community Member	Voting	7/1/2025	6/30/2028
Phil Chang	BMPO Policy Board; Deschutes County Board of Commissioners	Voting	1/27/2025	12/31/2025
James Dorofi	Community Member	Voting	2/16/2024	6/30/2026
Sydney Forbes	Community Member	Voting	7/1/2025	6/30/2028
Janet Gregor	Community Member	Voting	11/15/2024	6/30/2027
Ariel Méndez	BMPO Policy Board; City of Bend Council	Voting	1/22/2025	12/31/2026
Emerald Shirley	BMPO Policy Board; Oregon Department of Transportation (ODOT) Region 4	Voting	12/19/2025	Unspecified
Mike Riley	BMPO Policy Board; City of Bend Council	Voting	1/22/2025	12/31/2026
Bob Townsend	BMPO Policy Board; Cascades East Transit	Non-Voting	12/19/2025	Unspecified
Patrick Walsh	Community Member	Voting	11/15/2024	6/30/2027
Chris Doty	BMPO Policy Board; Deschutes County	<i>Alternate</i>	1/27/2025	Unspecified

¹ If “alternate” indicated, individual serves as an alternate for the agency/jurisdiction voting member.

² Start date refers to date appointed/re-appointed to committee. Members may have served previously.

³ If “unspecified”, there is no specific end date for the member’s term; end of term based on agency/jurisdiction representative assignments.

Name	Representing	Member Role ¹	Term Start Date ²	Term End Date ³
Tarik Rawlings	BMPO Policy Board; Deschutes County	<i>Alternate</i>	1/27/2025	Unspecified
Ken Shonkwiler	BMPO Policy Board; ODOT Region 4	<i>Alternate</i>	5/27/2025	Unspecified



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Committee Roster

BMPO Technical Advisory Committee (TAC)

October 1, 2025

2025 TAC Roster

Name	Representing	Member Role ¹	Term Start Date ²	Term End Date ³
Paul Dean	Bend-La Pine Schools (BLS)	Voting	11/6/2024	Unspecified
Quinn Keever	Bend Park and Recreation District (BPRD)	Voting	7/1/2024	Unspecified
Bob Townsend	Cascades East Transit (CET)	Voting	7/19/2025	Unspecified
Susanna Julber	City of Bend	Voting	6/5/2024	Unspecified
James Dorofi	Community Member	Voting	2/16/2024	6/30/2026
Sydney Forbes	Community Member	Voting	10/1/2025	6/30/2028
Brian Potwin	Commuter Options	Voting	2/5/2020	Unspecified
Tarik Rawlings	Deschutes County	Voting	9/6/2023	Unspecified
Neil Baunsgard	Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC)	Voting	10/7/2024	Unspecified

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³ If "unspecified", there is no specific end date for the member's term; end of term based on agency/jurisdiction representative assignments.

Name	Representing	Member Role ¹	Term Start Date ²	Term End Date ³
Ken Shonkwiler	Oregon Department of Transportation (ODOT) Region 4	Voting	11/1/2023	Unspecified
Casey Bergh	Oregon State University-Cascades (OSU Cascades)	Voting	4/1/2016	Unspecified
Tyler Deke	Bend Metropolitan Planning Organization (BMPO)	Non-voting	12/1/2004	Unspecified
Josh Clawson	Central Oregon Community College (COCC)	Non-voting	3/1/2023	Unspecified
Angie Brewer	Oregon Department of Land Conservation & Development (DLCD)	Non-voting	3/2/2022	Unspecified
Jasmine Harris	Federal Highway Administration (FHWA)	Non-voting	4/17/2025	Unspecified
Danielle Casey	Federal Transit Administration (FTA)	Non-voting	5/3/2023	Unspecified
Michelle Rhoads	BLS	<i>Alternate</i>	6/27/2025	Unspecified
Henry Stroud	BPRD	<i>Alternate</i>	7/1/2024	Unspecified
Chris Doty	Deschutes County	<i>Alternate</i>	7/1/2012	Unspecified
Dave Green	Deschutes County BPAC	<i>Alternate</i>	10/7/2024	Unspecified
Don Morehouse	ODOT Region 4	<i>Alternate</i>	5/27/2025	Unspecified



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2024-2027 MTIP Amendment - Public Comment Record

Updated: 5/5/2026

COMMENT PERIOD (CP) DATES	
CP No.	20
Open Date	4/24/2026
Close Date	5/14/2026
Policy Board Review Date	5/15/2026

COMMENT LOG			BMPO RESPONSE/ACTION		
Date Rec'd	Name (Last, First)	Comment	Project Number	MPO Response	Action
4/24/2026	LoVerso, Peter	<p>Hello! I saw that the project to connect Lava Lands to the High Desert Museum and Baker Rd was being reduced in scope, to only connect Lava Lands to the museum. This is unfortunate.</p> <p>I wanted to confirm that the project would still include an underpass to the Deschutes River Woods neighborhood as part of the multi use path?</p>	20714	<p>Hi Peter,</p> <p>I'm following up in response to your question about the underpass. I have been informed that the undercrossing of US97 is included in project number 20714. The undercrossing does not provide direct access to the Deschutes River Woods Community, though, only connectivity under the highway for trail access.</p> <p>Thank you again for your comment. Please feel free to reach out with any other questions.</p>	Included in PB agenda and presentation for MTIP approval.
4/28/2026	LoVerso, Peter	<p>Thank you for the response!</p> <p>Do you know where the planned undercrossing will be located?</p> <p>While there may not be an "official" link to Deschutes River Woods, access to the trail network on the west side of Highway 97 de facto exists from the neighborhood via Frank Pennock Lane. If the undercrossing is located in the vicinity of the High Desert Museum, rather than near the Lava Lands Visitor Center, that functionally allows neighborhood walking access even if there's no "direct" connection.</p> <p>I would love to be able to walk/bike to the High Desert Museum easily from my house.</p>	20714	<p>Hi Peter,</p> <p>That's a great question – the planned undercrossing is located near the High Desert Museum, providing trail connectivity from the west side of US97 to the east. On ODOT's project webpage for #20714, there's an inset map showing the undercrossing and there are some additional project details that you may be interested in. (The webpage was recently updated and matches the pending MTIP amendment.)</p> <p>Your additional feedback has also been noted and will be shared with the Policy Board and ODOT.</p>	Included in PB agenda and presentation for MTIP approval.
5/2/2026	Welton, David N.	<p>Hi, I received this email [link]. And I'm curious what this means for any connectivity to points north (Bend):</p> <p>New Project Description: Identify and evaluate planning corridors, design, and construction for a bicycle and pedestrian multi-use trail connecting High Desert Museum and the Lava Lands visitor center at Lava Butte, to create a safe path for multimodal travelers.</p>	20714	<p>David,</p> <p>A few improvements are proposed that would improve connectivity to the Lava Butte trail. First, the Bend Park and Recreation District 2024 Comprehensive Plan (see map on p 41 – projects 2 and 3) includes a new trail that would connect north from Lava Butte trail. Those improvements are not included in their current capital improvement program and likely won't be constructed until after 2030.</p> <p>Second, ODOT has plans to improve the Baker Rd/US97 interchange, including significant bicycle and pedestrian upgrades. Those improvements are shown on page 3 of the Baker Road Interchange Area Management Plan. Those improvements don't extend to Brookwood Blvd but will allow much safer movement through the interchange. There is currently no identified funding for these improvements.</p> <p>Please let me know if you have any questions or would like additional information.</p>	Included in PB agenda and presentation for MTIP approval.



Make US 97 Safer - Our Lives Depend on It

US 97, a thoroughfare for economic development and connecting the State of Oregon, is one of the most dangerous highways in our state. While HB 2017 supported some significant interchange and lane addition projects in select urban areas, those projects are largely complete now. ODOT has very limited discretionary funding to invest in STIP projects to make further improvements. For example, in the most recent three-year STIP cycle ODOT was only able to add 3 miles of passing lanes along US 97's 290 mile length.

The importance of this highway cannot be overstated. Not only is it a lifeline for commerce and our citizens, it is the most important highway in terms of state resiliency in the event of the Cascadia event or another catastrophic earthquake.

A coalition of leaders in Deschutes County, Klamath County, and Jefferson County urge the Joint Committee on Transportation and the Ways and Means Sub-Committees on Transportation and on Public Safety to make US 97 safety a top investment priority in 2026 and 2027. Once funds are available, the Oregon Transportation Commission (OTC), Oregon Department of Transportation (ODOT) and Oregon State Police (OSP) should implement safety improvements and operations immediately.

Request For Legislative Action

We request swift, effective action from the legislature to help reverse the tide of preventable losses on US 97. We have some of the most dangerous road segments in the State along US 97. In more rural areas where emergency response can be delayed the safety improvements we are seeking are even more critical.

There are numerous ways that the Legislature could make funding available to implement infrastructure upgrades, however it will take innovative bi-partisan work to develop viable funding strategies. Identifying funding to expand OSP presence on US 97 and beyond will also require creative problem solving. We hope to work with you to develop those creative bi-partisan solutions and stand ready to assist in whatever ways we can.

Why We Must Act Now

Each year US 97 is the site of a large number of fatal and serious injury crashes. This number is increasing as the population of Central and South Central Oregon grows and as more freight and travelers choose this route. Each fatal and serious injury crash devastates families and burdens emergency services, law enforcement, and hospitals. Residents plead for improvements, echoing a broader crisis:



- US 97 had 77 fatal crashes statewide over five years (2016–2020), with 25 in 2020—making it the state’s second deadliest road.
- Between 2018 and 2022, US 97 saw 97 deaths in 3,461 crashes
- 57.5% of fatal Oregon crashes happen on rural highways, including US 97.
- US 97’s daily traffic is projected to exceed 20,000 vehicles by 2044, raising the risk for all travelers.
- From May 2023 to May 2025, DMV records show 17 fatalities along Klamath County’s 120-mile stretch of US 97.
- The US 97 corridor between Madras and Bend ranks in the top 5% of dangerous road segments in Oregon.

The Safety Improvements We Need

Designated Safety Corridors in other parts of Oregon provide useful principles for planning safety improvements on US 97. The key tools used by Safety Corridor projects are: Engineering, (Law) Enforcement, Education, and Emergency Response. Our requests to the Legislature primarily focus on Engineering, Law Enforcement and Education tools. Our Counties will work to enhance Emergency Response separately.

Engineering

We seek to partner with ODOT to make critical infrastructure improvements to US 97, including:

- Developing **median barriers or traversable medians** in frequent head-on collision and left turn onto highway sections
- Strategically adding and connecting **passing lanes and additional lanes** in areas of high congestion and dangerous passing activity
- **Widening shoulders** in key areas
- Redesign and construction of **dangerous intersections**
- Installing **shoulder and center line rumble strips and recessed pavement markers** to reduce lane deviations
- Developing **Clear Zone improvements** to reduce the probability and severity of roadway departures
- Implementing **best practices and technology** to assist enforcement and improve safety, such as the expanded use of variable speed limits, radar speed enforcement, and other emerging tools and technologies.

Once safety improvements have been made to US 97, adequate ongoing maintenance and preservation of the improved highway is also essential to safety.

Law Enforcement

More state troopers or other law enforcement officers could help to reduce the frequency and severity of crashes in key sections of US 97. Increased highway patrol presence



could help manage dangerous driver behaviors such as speeding, distracted driving, DUII, and aggressive or unsafe passing. In some areas, improvements in traffic control signage would be appropriate to combine with increased law enforcement presence.

The Oregon State Police are supported by the state General Fund and appropriations are managed by the Public Safety Ways and Means Sub-committee. Prior to 1980 funding for OSP came from the State Highway Fund. Citation revenue goes to the General Fund to prevent OSP from having perverse incentives to issue lots of citations. We must consider moving beyond this philosophical and outdated funding barrier. In order for OSP to be able to provide expanded patrol on US 97 changes to this funding system may be needed.

Education

A Safety Corridor approach relies upon the ability to influence driver behavior as well as adapt to changes that the Engineering and Enforcement activities have implemented. Education, in a variety of forms and approaches, will be necessary to inform and supplement the safety investment in the US 97 corridor.

Thank you for your consideration.

The Jefferson County Board of Commissioners

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Chair

Seth Taylor
Vice-chair

Kelly Simmelink
Commissioner

The Deschutes County Board of Commissioners

Phil Chang
Chair

Anthony DeBone
Vice-chair

Patti Adair
Commissioner

The Klamath County Board of Commissioners

Kelley Minty
Chair

Derrick DeGroot
Vice-chair

Andy Nichols
Commissioner



MAILING ADDRESS

PO Box 431
Bend, OR 97709

PHONE

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Director

BMPO STAFF

Tyler Deke, AICP
Manager

Andrea Napoli, AICP
Senior Planner

Kelli Kennedy
Program Coordinator

May 15, 2026

Name of recipient
Title
Organization
Address

DRAFT

Dear.....

US 97, a highway of statewide significance and a critical corridor for commerce and economic development, is one of Oregon’s most dangerous highways. While HB 2017 supported some significant improvements in select areas, those projects are largely complete. ODOT has very limited discretionary funding to invest in STIP projects to make further improvements. For example, in the most recent three-year STIP cycle, ODOT only added a few miles of passing lanes along the entire 290-mile length of US 97. During that same cycle, minimal bicycle and pedestrian infrastructure improvements were constructed along and across US 97.

The importance of this highway cannot be overstated. Not only is it a lifeline for commerce and our citizens, but it is the most important highway for state resiliency in the event of a Cascadia earthquake, as it is expected to be one of the few functional north-south transportation lifelines.

A coalition of leaders in Deschutes County, Klamath County, and Jefferson County urge the Joint Committee on Transportation and the Ways and Means Sub-Committees on Transportation and Public Safety to make US 97 safety a top investment priority in 2027. Once funds are available, the Oregon Transportation Commission (OTC), Oregon Department of Transportation (ODOT) and Oregon State Police (OSP) should implement safety improvements and operations immediately.

Request For Legislative Action

We request swift, effective action from the legislature to help reverse the tide of preventable loss of life on US 97. Some of the most dangerous road segments in Oregon are on US 97. In more rural areas where emergency response can be delayed, safety improvements are even more critical.



There are numerous ways that the Legislature could make funding available to implement infrastructure upgrades, however it will take innovative bipartisan work to develop viable funding strategies. Identifying funding to expand OSP presence on US 97 and beyond will also require creative problem solving. We hope to work with you and are ready to assist in any way possible.

Why We Must Act Now

Large numbers of fatal and serious injury crashes occur on US 97 every year. The number is increasing as the population of Central and South Central Oregon grows and as more freight and travelers choose this route. Each fatal and serious injury crash devastates families and burdens emergency services, law enforcement, and hospitals. Below are some crash statistics for the corridor.

- US 97 had 77 fatal crashes between 2016 and 2020, with 25 fatal crashes in 2020 – making it the state’s second deadliest road.
- Between 2018 and 2022, there were 3,461 reported crashes and 97 deaths.
- Daily traffic on rural sections of US 97 is projected to exceed 20,000 vehicles by 2044, raising the risk for all travelers.
- From May 2023 to May 2025, records show 17 fatalities along Klamath County’s 120-mile section of US 97.
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The Safety Improvements We Need

Designated Safety Corridors in other parts of Oregon provide useful principles for implementing safety improvements on US 97. The key components of Safety Corridor projects are Engineering, (Law) Enforcement, Education, and Emergency Response. We request the Legislature focus on Engineering, Law Enforcement and Education tools. Our cities and counties will work to enhance Emergency Response.

Engineering

We seek to partner with ODOT to make critical infrastructure improvements to US 97, including:

- Installing median barriers or traversable medians on highway segments with frequent head-on and left-turn crashes
- Providing safe bicycle and pedestrian infrastructure, including safe crossings, within the cities along US 97
- Strategically adding passing lanes in areas of high congestion and dangerous passing activity
- Widening shoulders in key areas
- Redesigning and reconstructing dangerous intersections
- Installing shoulder and center line rumble strips and recessed pavement markers to reduce lane departures



- Developing Clear Zone improvements to reduce the probability and severity of roadway departures
- Implementing technology to assist enforcement and improve safety, such as the expanded use of variable speed limits, radar speed enforcement, and other emerging tools and technologies.

Once safety improvements have been made to US 97, adequate ongoing maintenance and preservation of the improved highway is also essential to safety.

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More state troopers and local law enforcement officers could help reduce the frequency and severity of crashes in key sections of US 97. Increased law enforcement presence could help manage dangerous driver behaviors such as speeding, distracted driving, DUII, aggressive driving and unsafe passing. In some areas, improvements in traffic control signage would be appropriate to combine with increased law enforcement presence.

OSP is supported by the state General Fund and appropriations are managed by the Public Safety Ways and Means Sub-committee. Prior to 1980, funding for OSP came from the State Highway Fund. Citation revenue goes to the General Fund to prevent OSP from having an incentive to issue excessive numbers of citations. We must consider moving beyond this outdated funding barrier. For OSP to expand patrols on US 97, changes to the funding system are needed.

Education

A Safety Corridor approach relies upon the ability to influence driver behavior as well as adapt to changes that Engineering and Enforcement activities have implemented. Education, in a variety of forms and approaches, will be necessary to inform and supplement the safety investment in the US 97 corridor.

Thank you for your consideration. Please contact me if you have any questions.

Sincerely,

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

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