

May 15, 2026



Policy Board

Bend Metropolitan Planning Organization (BMPO)

Call to Order & Introductions

Establish Quorum

Presenter: Chair Méndez



Call to Order & Introductions

- Policy Board Members
 - Ariel Méndez, Bend City Councilor – Chair
 - Mike Riley, Bend City Councilor – Vice Chair
 - Phil Chang, Deschutes County Commissioner
 - Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager
 - Bob Townsend, Cascades East Transit (CET) Director*
- Alternates
 - David Abbas, City of Bend
 - Chris Doty, Deschutes County
 - Abbey Driscoll, ODOT Region 4
 - Tarik Rawlings, Deschutes County
- BMPO Staff
 - Tyler Deke, Manager
 - Andrea Napoli, Senior Planner
 - Kelli Kennedy, Program Coordinator
- Guest Presenters
 - Blaine Wruck, Deschutes County
 - Bob Townsend, CET
- *Non-voting member

Hybrid Meeting Guidelines

Presenter: Tyler Deke, BMPO



Hybrid Meeting Guidelines

- This meeting will be recorded
 - To access the recording, visit the [BMPO YouTube channel](#)
- Remote participation: join Zoom webinar or watch YouTube livestream
 - If joining via Zoom
 - Upon joining, participants will be muted with camera off
 - BMPO committee members and partners will be added as Panelists
 - Panelists may mute/unmute and turn camera on/off
 - Members of the public will remain Attendees
 - Attendees are muted with camera off, but may raise their hand to request to be unmuted to provide public comment
 - To speak next:
 - Click the raise hand button (if on a computer)
 - Dial *9 (if on a phone)

Public Comment

Presenter: Chair Méndez



Public Comment (1 of 2)

- Time for members of the public to provide comment.
- Additional time for public comment will be provided prior to adjournment.

Meeting Minutes

Approval

Presenter: Chair Méndez



Meeting Minutes

- **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.
 - Recommended language for motion: *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.*

BMPO Committees – Community Member Reappointment

Reappoint Member

Presenter: Chair Méndez, Tyler Deke



Community Member Reappointment

- The terms of a community member serving on the Budget Committee and Technical Advisory Committee (TAC) expire June 30.
- Bylaws allow reappointment of community members to a second consecutive term.
- The community member has expressed interest in serving additional terms on both committees.

Community Member Reappointment

- **Action requested:** Reappoint community member to the Budget Committee and TAC.
 - Recommended language for motion: *I move to reappoint [name] for 3-year terms on the BMPO Budget Committee and BMPO Technical Advisory Committee.*

Metropolitan Transportation Improvement Program (MTIP) Amendment

Review & Approval

Presenter: Tyler Deke, BMPO



2024-2027 MTIP – Overview

- Short-term (4-year) listing
 - Federal fiscal years 2024 through 2027
 - Transportation projects, programs, expenditures
- Amended as needed – 2 types of amendments
 - Administrative (83 processed since adoption)
 - Full (47 processed since adoption)
- Documents available on [**BMPO MTIP webpage:**](#)
 - Adopted MTIP
 - Amended project list (posted quarterly)
 - Amendment log (posted quarterly)

2024-2027 MTIP – Proposed Amendment

- One (1) proposed amendment
 - Project #20714
 - Administrator (delivery): ODOT
 - Applicant: ODOT
 - Regulatory Agency: FHWA
 - Funding:
 - Current total: \$9,640,791
 - New total: \$8,940,791

2024-2027 MTIP – Proposed Amendment (cont'd)

- Amendment (#24-27-3629):
 - Reduce scope and funding, to be added to project number 23735
 - Update project description: Identify and evaluate planning corridors, design, and construction for a bicycle and pedestrian multi-use trail connecting ~~Baker/Knott Road~~ **High Desert Museum** and the Lava Lands visitor center at Lava Butte, to create a safe path for multi modal travelers.
 - Update project name: US97: Multi-Use Trail (~~Baker Rd~~ **US Forest Service Boundary** - Lava Butte)
 - Change mile points from 143.45-149.58 to 144.90-149.58
 - Cancel Utility Relocation (UR) phase
 - Increase the Construction phase with funds from cancelled UR phase

2024-2027 MTIP – Action Requested

- Public comment period (21-days) opened April 24
 - Summary of comments received:
 - Concern about reduced project scope
 - Questions whether the revised project will include a highway undercrossing
 - Question about future connectivity to Bend
- **Action requested:** review and consider approval of the proposed amendment.
 - Recommended language for motion: *I move approval of the proposed amendment to the 2024-2027 Metropolitan Transportation Improvement Program, as presented.*

Deschutes County Transportation Safety Action Plan (TSAP) Update

Presenter: Blaine Wruck, Deschutes County



Deschutes County Transportation Safety Action Plan (TSAP) Update

Blaine Wruck, PE
Sr. Transportation Engineer



BEND MPO POLICY BOARD MEETING | MAY 15, 2026

What is a Transportation Safety Action Plan (TSAP)?

- Comprehensive, multidisciplinary approach to transportation safety in Deschutes County
 - Promotes USDOT's Safe System Approach
- Evaluates crash trends / issues based on reported crash data
- Identifies broad range of strategies including **projects, policies, and programs**
- Creates a decision-making framework for the County
- Helps the County **increase its eligibility for state and federal funding** for safety projects



Projects, Policies and Programs

- Safety Improvement Projects identified through network-level safety analysis
 - Data-driven approach to project selection
 - Inform future funding applications
- Policy Development
 - Systemic safety treatment strategies → Low-cost improvements
- Program Development
 - Non-Engineering measures to promote safe driving behavior
 - Outreach and Education programs
- School Area Safety Audits
 - Identify safety needs in vicinity of rural schools w/ multidisciplinary team



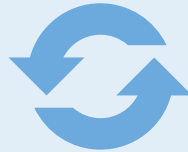
TSAP Background

First TSAP



Developed and Adopted in 2019 - included cities of La Pine, Sisters, and Redmond

Update Needed



Several projects have been completed and new crash data needs assessment

New Study Area



Rural County roads (outside of all incorporated cities) and school zone safety audits for County-owned roads

Project Funding Source



Federal Safe Streets and Roads for All (SS4A) Grant Program - requires specific elements for updated plan



Purpose of TSAP Update



Update TSAP to be grant eligible (SS4A, SRTS)



Update with current crash trends; identify new strategies



Support state and federal safety objectives

Eliminate roadway fatalities and serious injuries on the Deschutes County road system with infrastructure improvement strategies and multidisciplinary actions



Existing Conditions: Crash Data Analysis

- Analyzed crash data reported between 2018 to 2022
- Attributes considered:
 - Severities and locations
 - Years, months, times of day
 - Types, causes, and driving conditions
 - Roadway characteristics
 - Behavioral characteristics
 - Impacts to Vulnerable Road Users
- Goal to identify predominant crash patterns on County roads



Notable Crash Statistics (2018-2022)

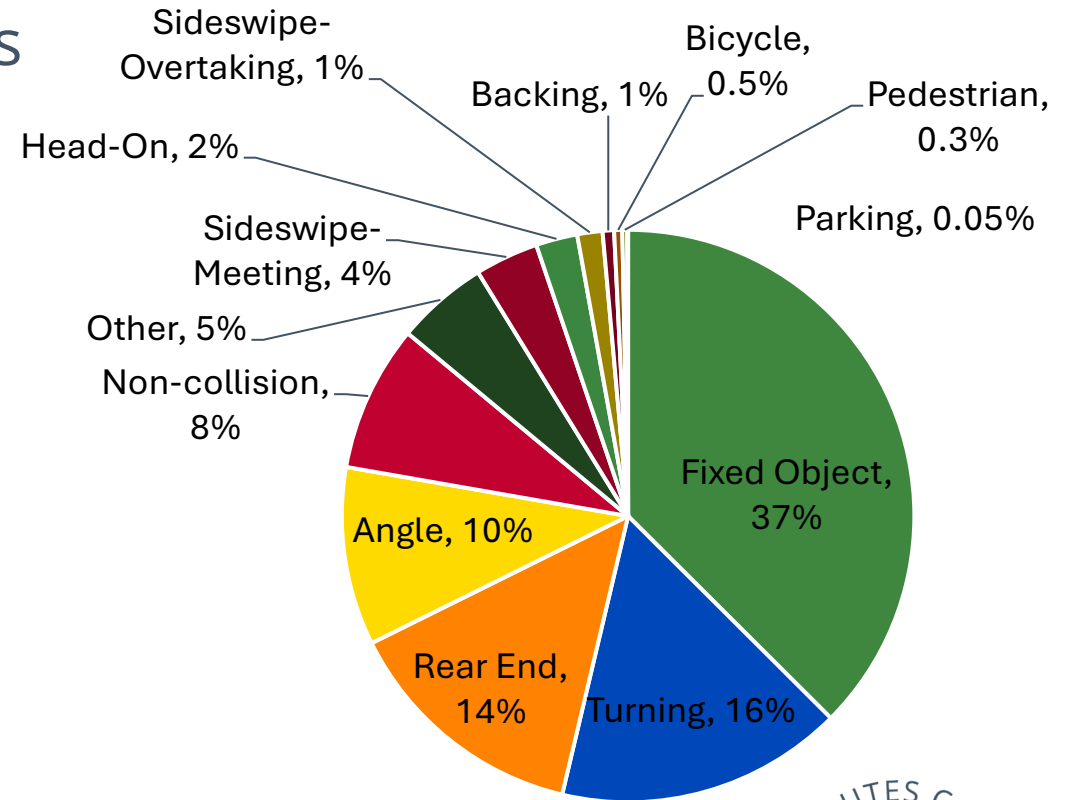
- 2,175 Crashes on County Roads
- 22 Crashes resulting in Fatality
- 150 Crashes resulting in Serious Life-Altering Injury
- 24 Human Lives Lost



Existing Conditions: Crash Types

- Roadway/Lane Departure Crash Types
 - 51% of All Crashes
 - 50% of Fatal/Serious Injury Crashes
- Intersection-Related Crash Types
 - 40% of All Crashes
 - 44% of Fatal/Serious Injury Crashes

All Crashes by Collision Type



Risky Behavior

- Speeding
 - 37% of all crashes
 - 35% of fatal/serious injury crashes
- Impairment
 - 9% of all crashes
 - 20% of fatal/serious injury crashes
- Improper Protective Equipment Usage (i.e., seatbelts, helmets)
 - 3% of all crashes
 - 24% of fatal/serious injury crashes



Vulnerable Users

- Pedestrians
 - 0.3% of all crashes (8 crashes)
 - 2% of fatal/serious injury crashes (3 crashes)
- Bicycles
 - 0.5% of all crashes (10 crashes)
 - 2% of fatal/serious injury crashes (3 crashes)
- **Motorcycles**
 - 3% of all crashes
 - 21% of fatal crashes, 20% of serious injury crashes



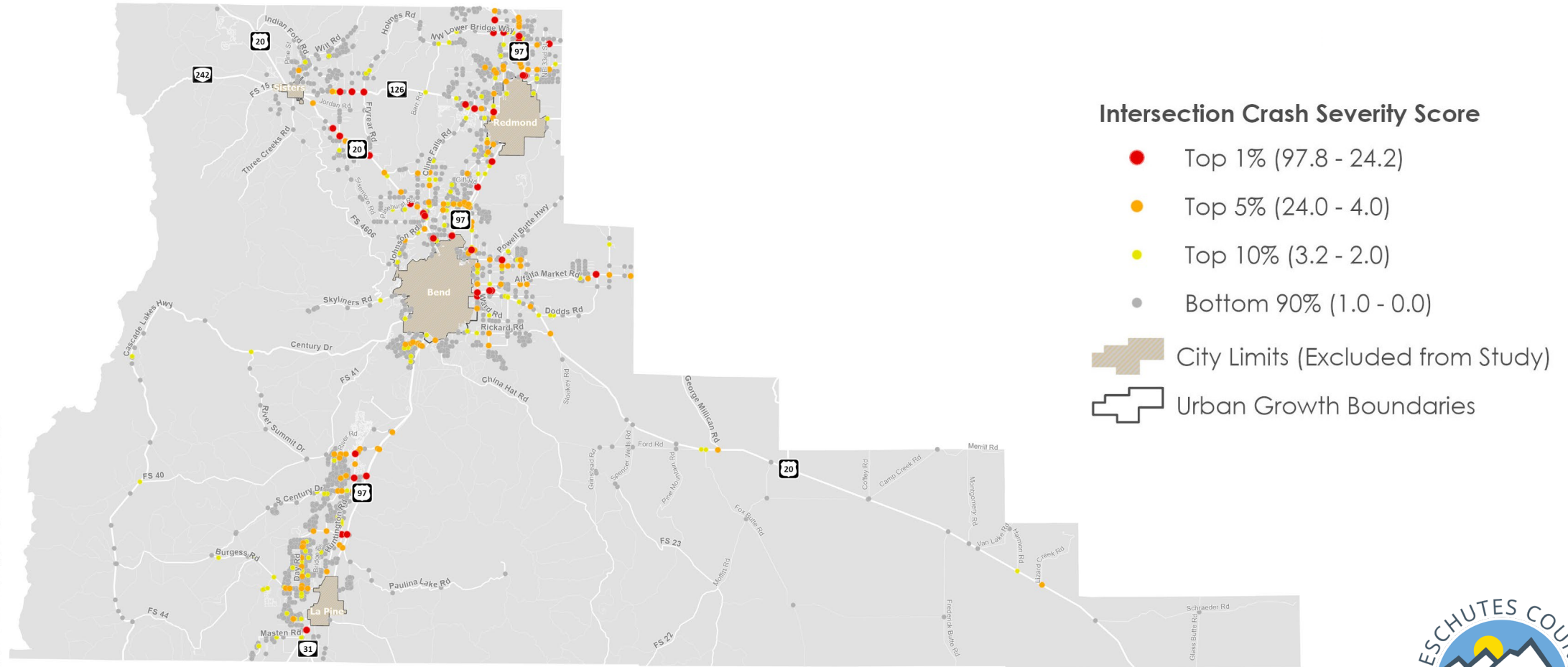
Existing Conditions: Network Screening

- Screens transportation network for higher concentrations of crashes (particularly serious crashes on County roads)
- Safety priority locations identified using Equivalent Property Damage Only (EPDO) Performance Measure
 - Weighted score accounting for various crash severities
 - Fatal (K) and Suspected Serious Injury (A) Crashes: Weight of 100
 - Suspected Minor Injury (B) and Possible Injury (C) Crashes: Weight of 10
 - Property Damage Only (O) Crashes: Weight of 1
- Helps identify County's **High Injury Network (HIN)**
 - HIN = Intersections and roadway corridors exhibiting the most frequent / serious crashes



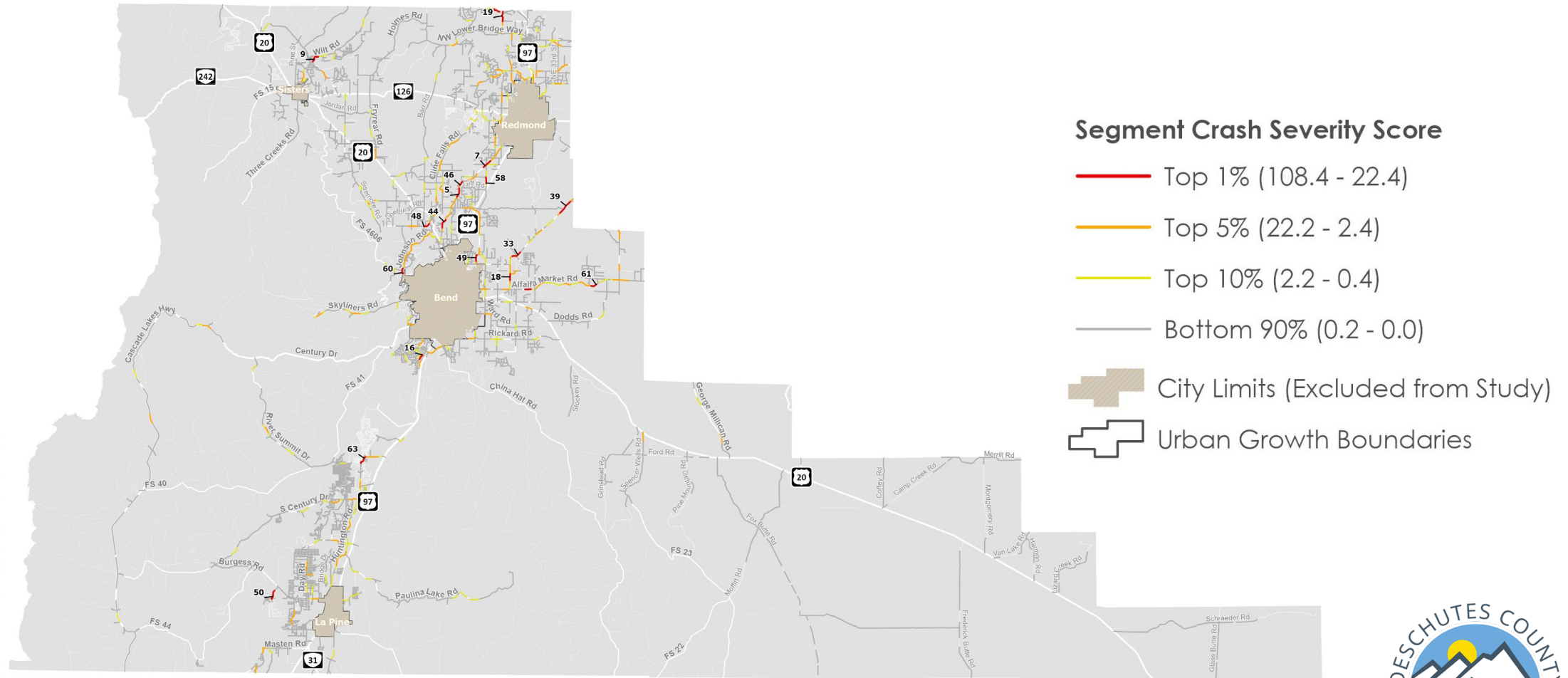
Existing Conditions: Network Screening

County Intersections with Highest Crash Severity Scores (Top 1% Sites)



Existing Conditions: Network Screening

County Roadway Segments with Highest Crash Severity Scores (Top 1% Sites)



Project Prioritization

- Using top sites identified in HIN, along w/ public input
- Selected top 10 sites for targeted safety improvements

- US 97 / Jackpine Loop (North)
- US 20 / Pinehurst Road
- US 20 / Gerking Market Road
- US 20 / Erickson Road-Torkelson Road
- Day Road / Amber Lane / 5th Street
- State Recreation Road / Huntington Road
- Bear Creek Road / Ward Road
- NE Smith Rock Way / NE 33rd Street
- NE Smith Rock Way / NE 1st Street
- NW Ice Age Avenue / NW 43rd Street

Highest-crash locations
Conceptual improvement renderings

Systemic improvement strategies

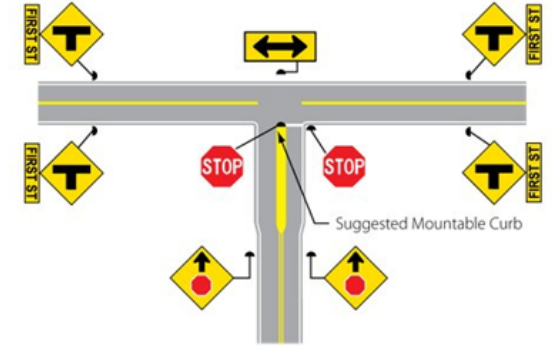


Systemic Safety Improvements

Systemic Treatments for Priority Locations



'Stop Ahead' Pavement Markings
(Potential Crash Reduction = 31%)



Increased Intersection Warning
(Potential Crash Reduction = 20-30%)



LED Stop Signs
(Potential Crash Reduction = 41%)



Rumble Strips Before Intersections
(Potential Crash Reduction = 25%)



Lighting (Potential Crash Reduction = 38%)



Splitter Islands at Intersections



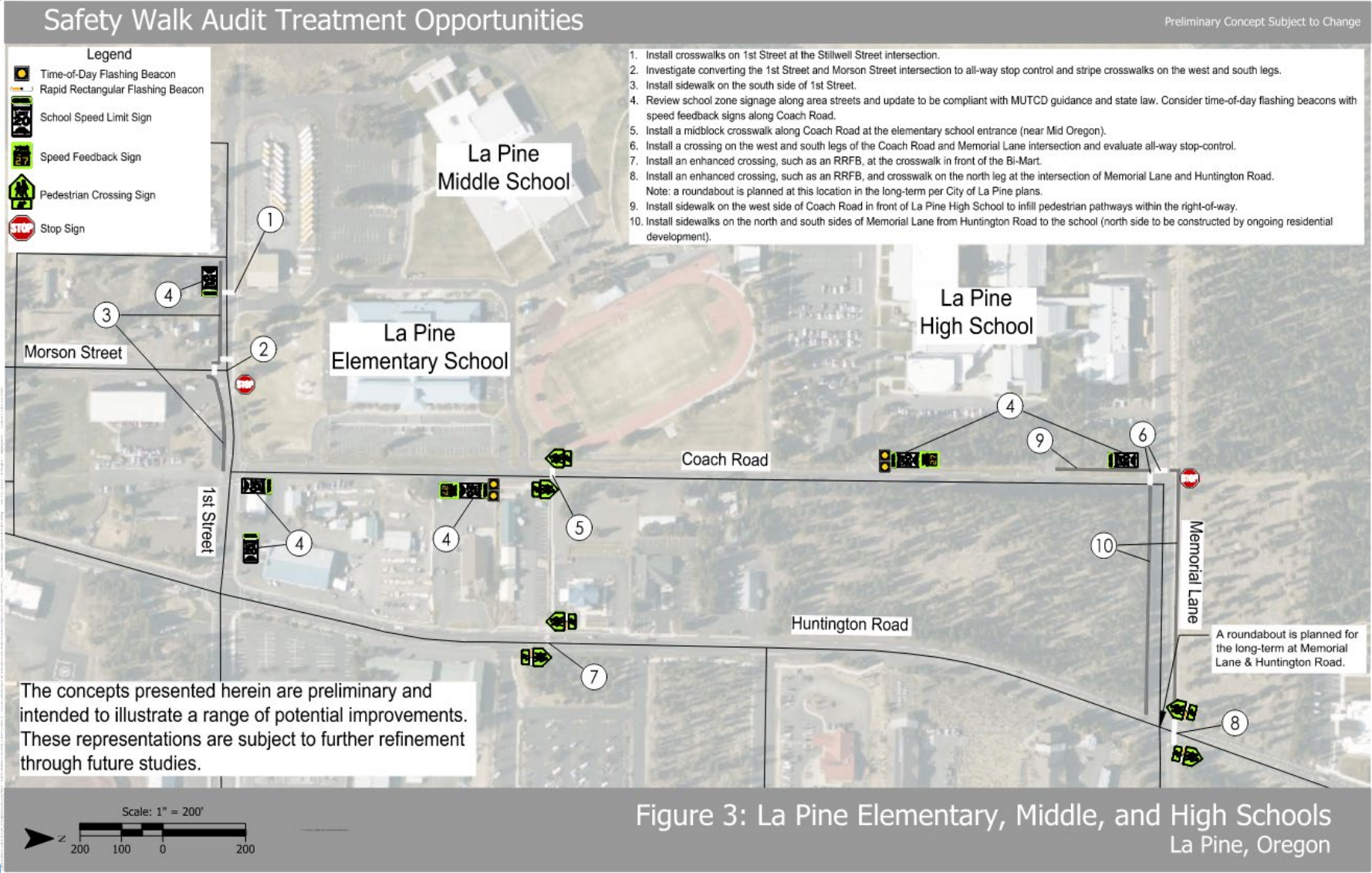
School Area Safety Audits

- Included in TSAP scope to address school area safety
- Performed in coordination with School District staff
 - School District transportation coordinator(s)
 - School safety officers
- Walking safety audit to review key nodes within school area transportation network
- Identify short and long-term safety improvement needs
- Categorize improvement needs according to implementation cost

Photo courtesy of Kittelson & Associates



School Area Safety Audit Example



Non-Infrastructure Safety Measures

Multidisciplinary Actions – Focus Areas

- Regional Coordination & Leadership
 - COIC's Central Oregon Transportation Safety Advisory Committee
- Safety Culture & Education
- Technology & Data
- Enforcement & Emergency Response
- Impaired Driving Initiatives
- Pedestrian, Bicycle & Motorcycle Safety



Public Engagement Efforts

- Safety Working Group
 - Deschutes County Sheriff's Office
 - Deschutes County District Attorney's Office
 - Deschutes County Health Services
 - Deschutes County Community Development
 - Bicycle and Pedestrian Advisory Committee
 - Bend MPO
 - ODOT
 - COIC
 - Local Fire Districts
- Virtual Open House Events
 - VOH #1: May 2025 – Network Screening Results
 - VOH #2: December 2025 – Strategy Development
 - Coordinated news releases to alert members of the public



TSAP Adoption

- **Resolution 2026-011 adopted by Board of County Commissioners on March 18, 2026**
 - Guidance document for Road Dept. safety priorities and implementations
- Commitment to Goal of Zero Fatal and Serious Injury Crashes on County Road System
 - Targeted Goal: 50% Reduction by 2050
- Commitment to partnership with community stakeholders
 - Coordinated regional enforcement and education strategies





**ROAD
DEPARTMENT**

Thank you



Cascades East Transit (CET) Fare Implementation & Service Changes

Presenter: Bob Townsend, CET



Cascades East Transit

Central Oregon Intergovernmental Council



COIC

Bend MPO

Cascades East Transit Updates

May 14, 2026

CET Topics

- Legislative Updates Impacting Transit
- Fare Re-Implementation Updates
- CET Improvements affecting Bend MPO Area
- What's next in 2026 for CET impacting City of Bend



Legislative Updates impacting Transit

- Funding – Transportation Bill
- SB 1544 Qualified Entity Language -Amends ORS 184.752
 - (2) Qualified entity means the following:
 - (a) **(A)** Counties in which no part of a mass transit district or transportation district exists; **or**
 - B) Intergovernmental entities who are providing public transportation services on behalf of the county;***



Fare Re-Implementation Updates

- 3,665 Registered Accounts – Transit Cards/Apps – May 8
 - Appx. 20 new accounts daily
- 30+ Group Pass Partnership Agreements
- Core Service Fare Revenue Feb. to April - \$210k
- June 2026 (Multiple Incentives)



CET Updates – A lot has changed in a year

SYSTEM IMPROVEMENTS

- Bend Fixed Route Expansion – Route 8
- Expanded Service Hours in Bend
- Dial a Ride Service Area Expansion (NE & SE Bend)
- Dial a Ride Service Addition – Deschutes River Woods
- Saturday Bend to Redmond Service
- Bus Stop Improvement Phase I (Signs, Schedules, Benches, Shelters)
- Improved Bend Fixed Route Configurations (15 Minute Intervals at Hospital, Greenwood, and 3rd Street during peak times)
- Hawthorne Station Improvements

SERVICE UPDATES

- Fare Re-Implementation
- New Outreach Strategies
- Community Movement Fund
- Latino Community Needs Assessment (Grant)
- Mobile App for Dial a Ride
- Travel Training
- 25 New Buses



What's next for CET in Bend

All improvements based on existing revenue or grants.

SYSTEM IMPROVEMENTS

- Additional Bend-Redmond Runs
- Expanded Service times in Redmond
- Bus Stop Improvement Project (Phase II)
- Continuous Improvement Bend Fixed Route Configurations
- Bend to Redmond Airport Route
- Deschutes River Woods Flex Route / Microtransit)
- Bend North Hub
- Bend South Hub
- Bus Stop Improvement Project (Phase III & IV)

SERVICE IMPROVEMENTS

- Rider/Customer Survey
- Update to Human Services Coordinated Plan
- Latino Community Needs Assessment (Grant)
- Try Transit Week Incentives
- Consultant Review Optimization



City of Bend Transit – Budget Variables

- Statewide Transportation Improvement Funds – Deschutes County
 - 2027-2028 STIF Plans – Deschutes County STIF Committee will make recommendations on Transit Funding for approval by County Commission in Fall/Winter 2026
- Fare Revenue - Projections will be more predictable by July
- Recreation Route Contracts (Bachelor 15 year contract expires at the end of season)
- Grant Opportunities – CET applying for multiple grants
- State Transportation Package
- Federal Funding



Bend Transit Vision – Working Group

Sunday Bend Fixed
Route Service

Hours of Operation

Increased Service
Frequency

Recreational Service
Support

(Access to Sno-Parks,
Access to Bachelor,
Ride the River, Pilot
Butte, etc.)

Increasing Bend-
Redmond Service

Expanded Saturday
Bend Service

Bend-Prineville
Service

Tourism Transit (Microtransit:
Old Mill- Downtown Loop)

Route Configurations –
Service Areas





Thank you!

Bob Townsend

Cascade East Transit Director

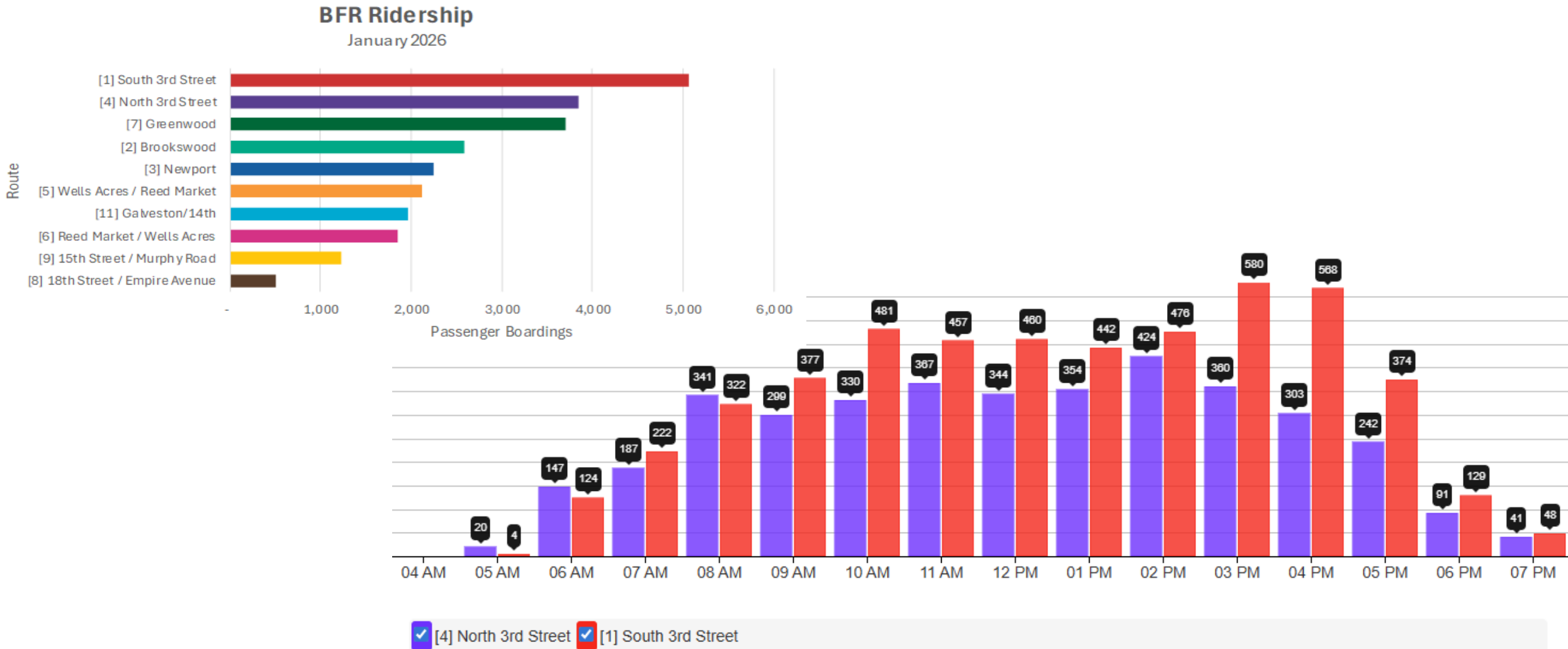
rtownsend@coic.org

Cell 541-980-8952

QUESTIONS?

Bend Fixed Route Proposal 1

- Increase Service Times on 3rd Street

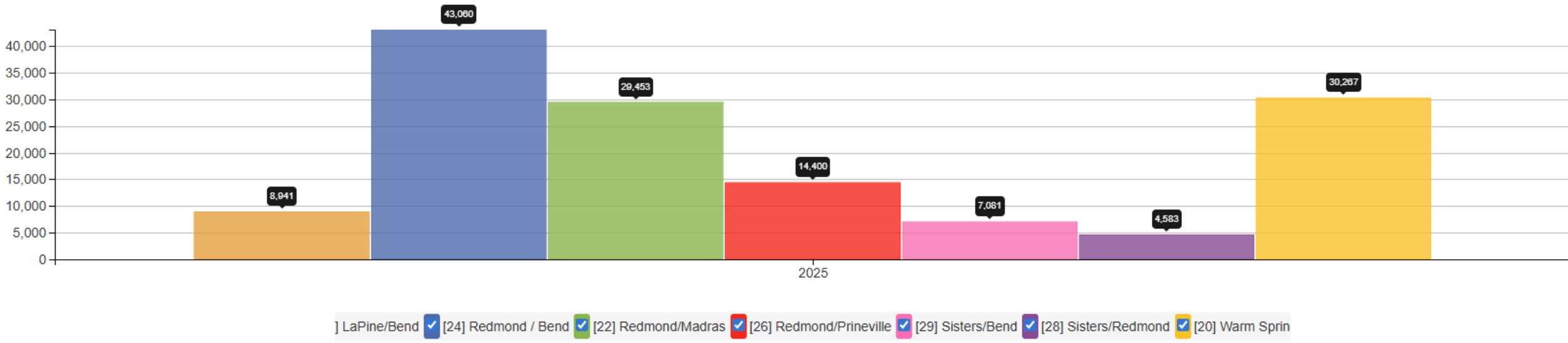


Community Connector Breakdowns 2025

Route	Trips
[24] Redmond / Bend	43060
[20] Warm Springs/Madras	30267
[22] Redmond/Madras	29453
[26] Redmond/Prineville	14400
[30] LaPine/Bend	8941
[29] Sisters/Bend	7081
[28] Sisters/Redmond	4583

Community Connectors are Monday-Friday
***Bend-Redmond trial Saturday service started February 2026.**

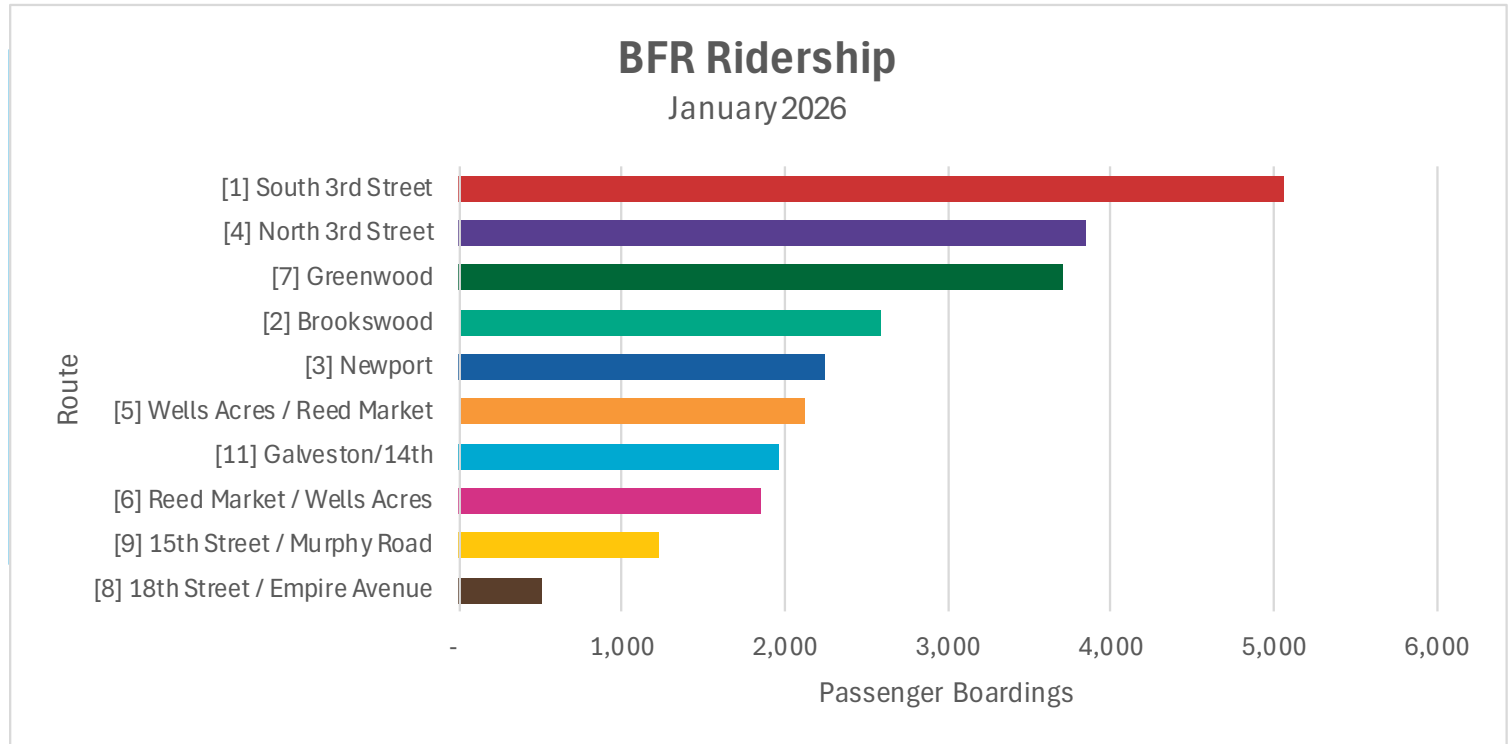
Warm Springs - Kahneeta - Simnasho starts May 2026



CET Core Service Ridership Data

Bend Fixed Route Ridership - January 2026

Route	Passenger Boarding
[1] South 3rd Street	5,064
[2] Brookwood	2,592
[3] Newport	2,244
[4] North 3rd Street	3,851
[5] Wells Acres / Reed Market	2,120
[6] Reed Market / Wells Acres	1,857
[7] Greenwood	3,704
[8] 18th Street / Empire Avenue	511
[9] 15th Street / Murphy Road	1,224
[11] Galveston/14th	1,970
TOTAL RIDERSHIP	25,137



Fare Re-Implementation – Group Passes

Bend Bulletin

Bend Church Open Door

Bethlehem Inn

BLPSD Office of Policy and Advocacy

BLSD Transition Coop

City of Bend

City of Sisters

COCC

Crook CDDP

Deschutes Behavioral Health

Deschutes County

Deschutes County Community Justice

Deschutes IDD

Full Access High Desert

Heart of Oregon

J Bar J

Jefferson County Adult Community

Corrections

Pacific Source

Redmond Proficiency Academy

Shepherds House

Taylor Center

Telecare

Thrive

Veterans Affairs

Worksource



CET Core Service Ridership Data

	Bend Fixed Route	Community Connectors	Dial a Ride		TOTALS
			Bend	Rural	
2019	352,752	57,330	37,163	23,302	470,547
2020	203,566	78,749	17,585	20,046	319,946
2021	163,934				163,934
2022	153,474	127,893	25,505	20,820	327,692
2023	197,892	127,184	32,411	25,616	383,103
2024	239,278	138,743	34,226	30,040	442,287
2025	269,574	140,817	36,152	35,071	481,614



CET Core Service Cost Data

		Bend Transit Estimated Revenue 25-26	\$ 7,245,000
Funding Source	Amount	Description	
FTA 5307	\$ 3,100,000	Urbanized Area Formula Funds	
FTA 5310	\$ 390,000	Enhanced Mobility for Seniors & Individuals with Disabilities	
City of Bend	\$ 1,300,000	City of Bend Annual Contribution	
STIF	\$ 2,300,000	Deschutes County State Transportation Improvement Funds	
Fares	\$ 155,000	Fare Re-Introduction Feb. 1, 2026	

Bend Transit Estimated Expenses 25-26				\$ 7,173,440
Bend Fixed Route Expenses		Bend Dial a Ride Expenses		
Vehicle Operation	\$ 2,340,920	Vehicle Operations	\$	1,191,560
Vehicles & Facilities	\$ 637,143	Vehicles & Facilities	\$	256,249
Administration	\$ 1,953,054	Administration	\$	794,514
SUB TOTAL	\$ 4,931,117	SUB TOTAL	\$	2,242,323



US97 Funding Support Letter

Approval

Presenter: Chair Méndez, Tyler Deke



US97 Safety Funding

- County Commissions of Deschutes, Jefferson, and Klamath Counties sent a joint letter to the Oregon Legislature urging US97 safety be a top transportation investment priority in 2027.
- BMPO staff made minor modifications to the letter.
- **Action requested:** Consider approval of the US97 safety letter to Oregon Legislature.
 - Recommended language for motion: *I move to approve the US97 safety letter to the Oregon Legislature*

Other Business

Presenter: Chair Méndez, BMPO Staff



Other Business

- Policy Board members
 - Updates on projects/planning efforts
 - Future agenda topic requests
- BMPO staff
 - Bend Transportation Safety Action Plan (TSAP) status
 - BMPO letter of support for City of Bend federal Safe Streets and Roads for All grant application
 - Upcoming agenda topics:
 - State Highway Fund Program – Fiscal Years 2028 through 2030 Allocations Revisit
 - ODOT TSAP Update

Public Comment

Presenter: Chair Méndez



Public Comment (2 of 2)

- Additional time for members of the public to provide comment.

Next Meeting & Adjournment

Presenter: Chair Méndez

The next meeting of the BMPO Policy Board is *tentatively* scheduled for **June 18, 2026, at 10:00 a.m.**



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Accommodation Information for People with Disabilities & Language Assistance Services

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Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto en correo electrónico accessibility@bendoregon.gov o número de teléfono 541-693-2198. Los usuarios del servicio de retransmisión deben marcar el 7-1-1. Por favor, envíe sus solicitudes con 48-72 horas de antelación al evento; todas las solicitudes están sujetas a los tiempos de procesamiento del proveedor.

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