



Policy Board

January 16, 2026

Call to Order & Introductions

Chair Méndez

Introductions

- Policy Board Members
 - Ariel Méndez, Chair, City of Bend Councilor
 - Phil Chang, Vice Chair, Deschutes County Commissioner
 - Mike Riley, City of Bend Councilor
 - Emerald Shirley, ODOT Interim Central Oregon and Lower John Day Area Manager
 - Bob Townsend, Cascades East Transit (CET) Director*
- BMPO Staff
 - Tyler Deke, Manager
 - Andrea Napoli, Senior Planner
 - Kelli Kennedy, Program Coordinator
- Guest Presenters
 - David Abbas, City of Bend
 - Paul Dean, Bend-La Pine Schools
 - Griffon Gilber, Rooted Homes
 - Bob Townsend, CET
 - Brian Potwin, Commute Options
 - Chi Mai, ODOT

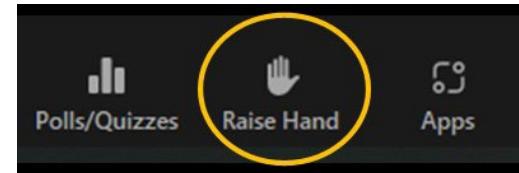
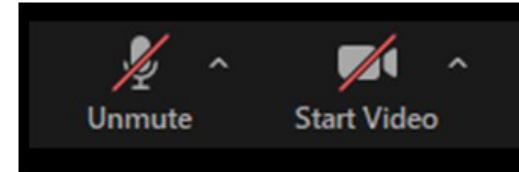
**Non-voting member.*

Hybrid Meeting Guidelines

Tyler Deke, BMPO

Hybrid Meeting Guidelines

- You will be on **mute**, and your **video** will be off when you first join the meeting.
- Please click the raise hand icon to speak next.
 - If you join the webinar by phone, dial *9 to raise or lower your hand.
- This meeting will be recorded and is available as a live streaming event on YouTube.
 - The YouTube event can be reviewed on the City of Bend YouTube channel.



Public Comment

Chair Méndez

Public Comment

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

Meeting Minutes

Chair Méndez

Meeting Minutes

- **Action requested:** review and approve the December 19, 2025, Policy Board draft meeting minutes (Attachment A).
 - Recommended language for motion: *I move approval of the December 19, 2025, Policy Board draft meeting minutes, as presented.*

2026 Policy Board Meeting Schedule Confirmation

Tyler Deke

2026 Policy Board Meeting Schedule

- In 2025, the Policy Board met on the 3rd Friday of each month.
- Maintaining that schedule, the Policy Board will meet on the following dates:
 - February 20
 - March 20
 - April 17
 - May 15
 - June 26 (date change because June 19 is Juneteenth Holiday)
 - July 17
 - August 21
 - September 18
 - October 16
 - November 20
 - December 18

2026 Policy Board Meeting Schedule (continued)

- March 20: K-12 schools closed. Are Board members available to meet?
- Does the Policy Board want to cancel the July or August meeting to align with potential cancellations of City Council and/or County Commission meetings?
- 1-2 special meetings may be required for the Bend Transportation Safety Action Plan (TSAP) Update.
- Questions?
- **Action requested:** confirm meeting schedule for 2026.

BMPO Discretionary Funds – Updates on Previously Funded Projects

**Andrea Napoli, BMPO
Guest Presenters**

Background

- Since 2020, BMPO has held project solicitations every 2-3 years (SHF Program)
 - Recipients are asked to provide annual project updates
- Today's update includes projects awarded SHF or Covid funds in 2020-2024. Only projects that are currently active or recently completed are asked to present updates.



State Highway Fund (SHF) Program Application Packet

Funding for Fiscal Years 2028 – 2030 (July 1, 2027 – June 30, 2030)

Project Updates

City of Bend:

- Colorado Ave: Corridor Planning Study
- Downtown Signal Upgrades & Bike/Ped Improvements
- Low Stress Network Implementation
- Street Preservation Program
- Maintenance Equipment for Walking/Bike Facilities
- Cooley Road Pedestrian Enhancement Sidewalk Infill

Bend-La Pine Schools:

- Multi-use Trail Planning & Construction Near High Desert Middle School

Rooted Homes:

- Simpson Avenue Affordable Housing Project

Commute Options:

- Travel Options & Safe Routes to School Programs

Cascades East Transit:

- Bus Stop Improvement Program
- Bus Stop Improvement Project



CITY OF BEND

Overview of STBG/SHF & COVID Relief Projects FY 23-27

David Abbas, PE
Director Transportation & Mobility Department

January 6, 2025 MPO TAC Meeting

City of Bend Projects Overview

**Bicycle/Pedestrian
Improvements: Facility
Maintenance Equipment**

\$320,000

COVID-Relief Funds
FY 23

**Cooley Road Pedestrian
Enhancement Sidewalk Infill**

\$60,000

COVID-Relief Funds
FY 25

Street Preservation Program

\$1,878,411

STBG/SHF Funds
FY 25-27

**Colorado Ave. Corridor
Planning Study**

\$132,700

STBG/SHF Funds
FY 23

**Downtown Signal Upgrades
& Bike/Ped Improvements**

\$1,016,460

STBG/SHF Funds
FY 25-27

**Low Stress Network
Implementation**

\$664,036

STBG/SHF Funds
FY 23 & FY 24

Bicycle and Pedestrian Improvements: Facility Maintenance Equipment

The City acquired equipment to ensure proper maintenance of bicycle and pedestrian facilities

- Multihog Mini Sweeper
- Bobcat UW56 Toolcat and attachments
- 2024 Air-tow Sweeping Drop Deck Trailer
- Hi-gate Snow Gate



Multihog Mini Sweeper (above)



Bobcat UW56 Toolcat (above)



Air-tow Drop Deck Trailer

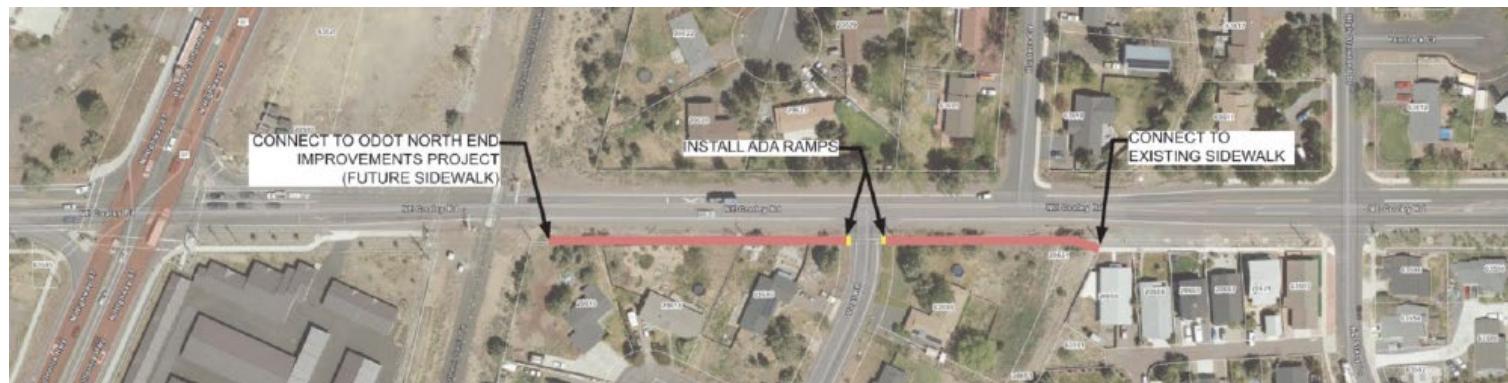


Hi-Gate Snow Gate

NE Cooley Road Sidewalk Infill Project

Supports safe pedestrian access to Cascades Village, Juniper Ridge, neighborhoods, schools, parks and CET's Route 8 bus stop and future mobility hub

- Project delayed due to BNSF railroad and contract timelines for construction of Cooley quiet crossing
- Supports future NE Boyd Acres sidewalk infill project awarded from SHF program in FY 29



Map of NE Cooley Road Sidewalk Infill Project



The project will fill a critical sidewalk network gap
To enhance safety and connectivity

Street Preservation Program

Implements cost-effective maintenance strategies to maximize life expectancy of City streets and roads for all users

- Factors for selecting streets include road data analysis and Pavement Condition Index ratings to score existing pavement quality
- Equitable distribution of paving projects throughout the City
- Treatments include:
 - Crack seal
 - Chip seal
 - Slurry seal
 - Paving

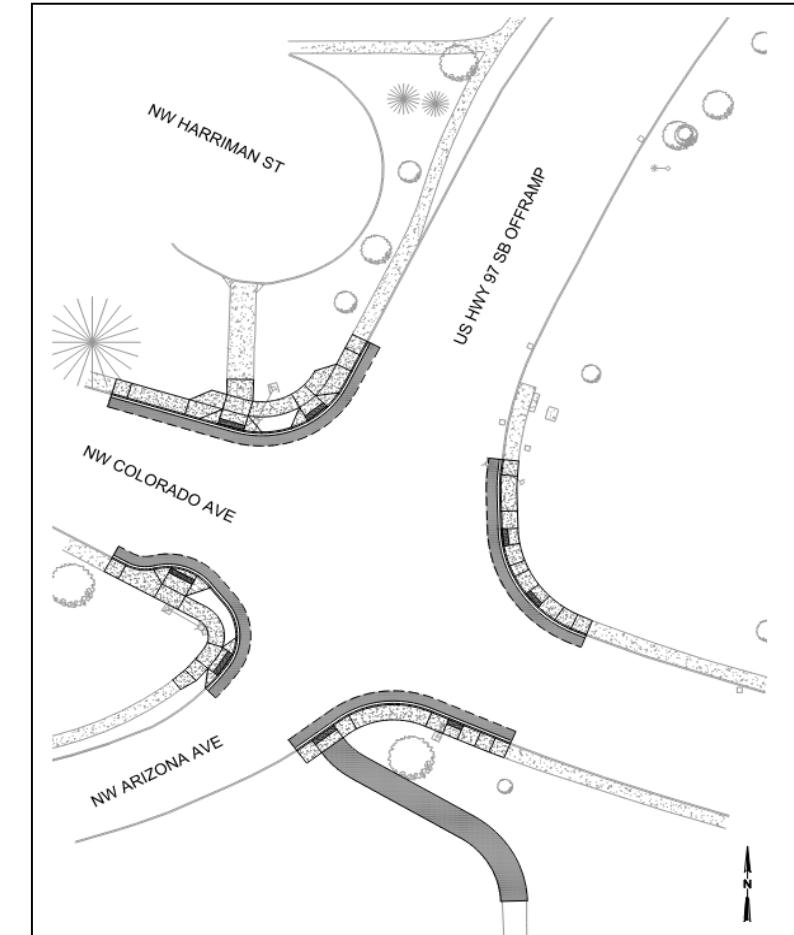


Note: Funding switched from Federal STBG to State Highway Funds in June 2025; current funding is \$1,878,411

Colorado Avenue Corridor Planning Study

Identifies transportation and safety improvement concepts to serve development in Timber Yards (Korpine) and Box Factory areas

- Analysis and concept development for Colorado/Parkway intersections
- Leverage Low Stress Networks and neighborhood greenways investments by enhancing safety and accessibility along the Colorado Avenue corridor
- Collaboration with ODOT to enhance pedestrian crossings and leverage additional funding



Draft design concept for Colorado and Arizona Ave.

Downtown Signal Upgrades & Bike/Ped Improvements (Signal Design Phase of Project)

Provides design and cost estimates for replacing outdated signals and improving bicycle and pedestrian connectivity. Funding for downtown traffic signals design is \$539,415.

- City reviewed and evaluated consultant proposals in November 2025
- Project deliverables include:
 - Design and cost estimate for replacing two signals at the Franklin Street intersections (Wall and Bond)
 - Updating the cross-section from Wall to Broadway with enhanced median crossing
 - 30% design + cost estimate for replacing two traffic signals at the Oregon Avenue intersections at Wall St. and Bond St. with a raised intersection or crossing

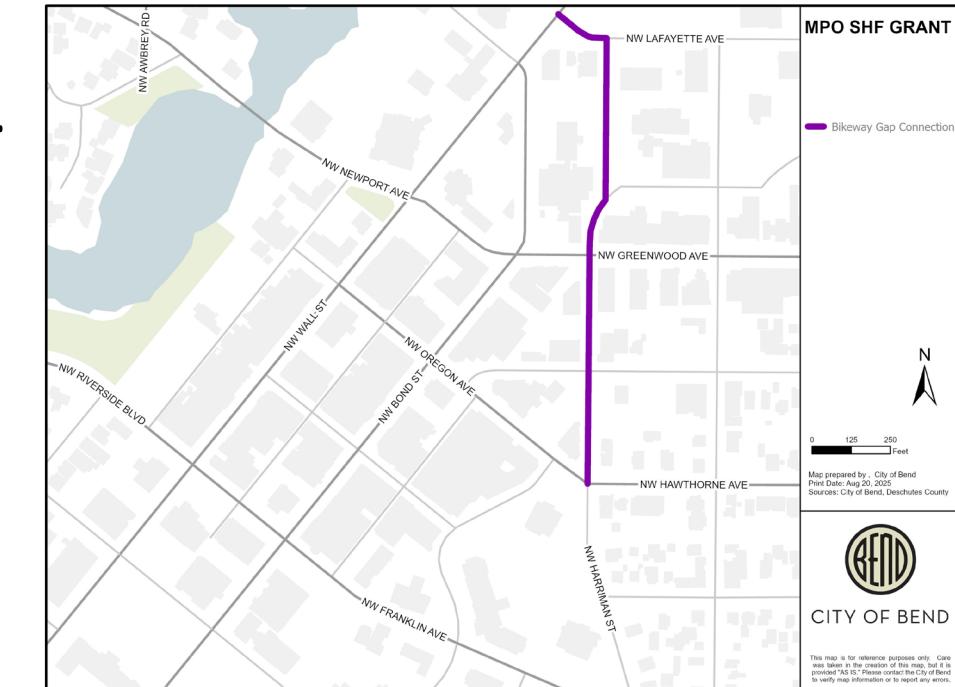


Franklin Avenue and Wall Street intersection

Downtown Signal Upgrades & Bike/Ped Improvements (Bike/Ped Phase of Project)

**Supports bike and pedestrian connectivity and safety in the downtown core.
Funding for bicycle and pedestrian improvement design concepts is \$477,045.**

- Collaboration with GO Bond Team on near-term improvements to NW Harriman St. to ensure a holistic approach north and south of Hawthorne Ave.
- Design concepts include a median island in the Lafayette/Wall intersection, shared use path on Lafayette between Wall and NW Harriman, and sharrows on NW Harriman
- Design to be completed when scope of work for NW Harriman is determined in early 2026
- Construction may depend on availability of funding

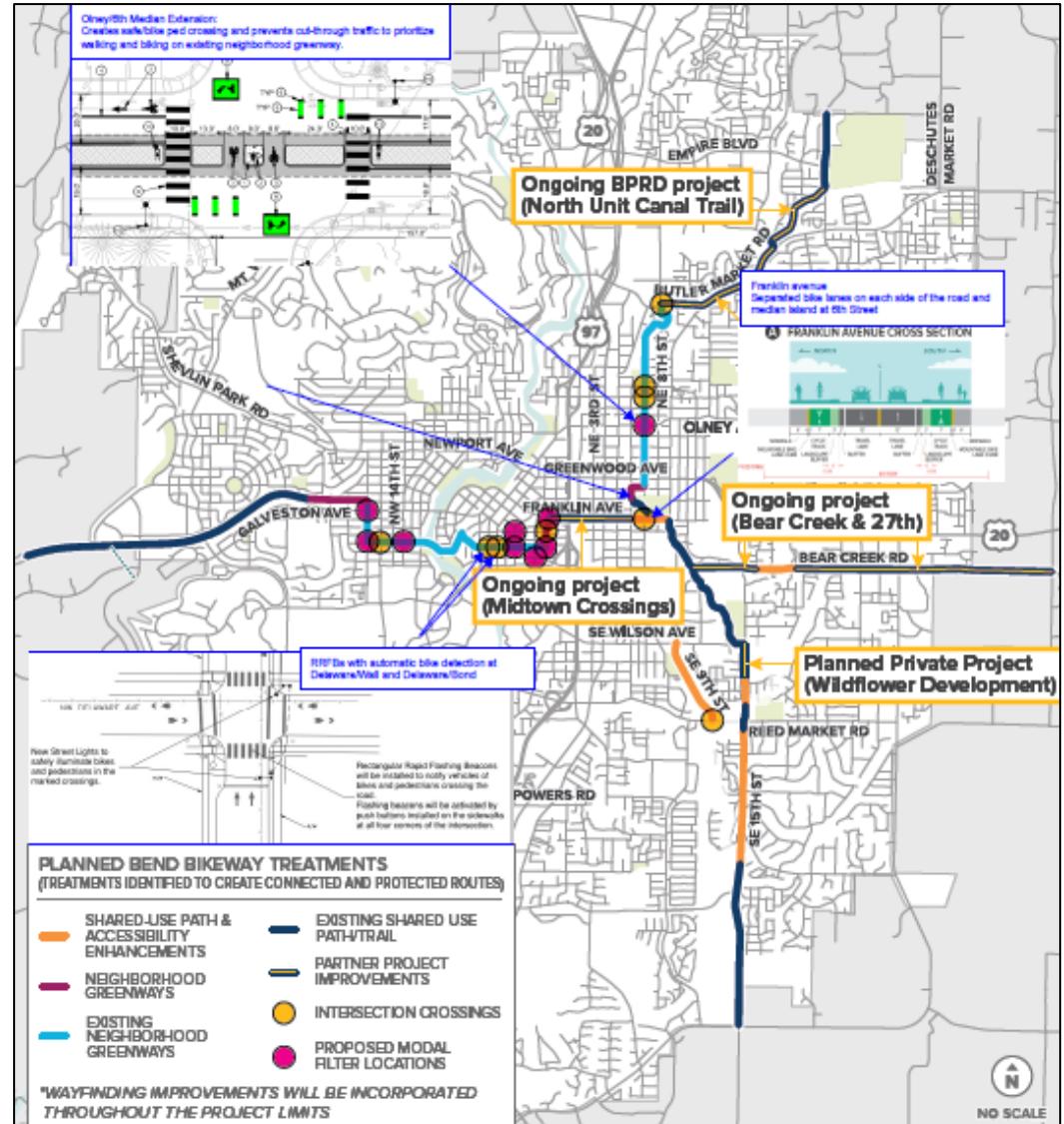


Map showing NW Harriman St. improvements

Low Stress Network Implementation

Design and Construction of bike/ped improvements and traffic calming devices

- Neighborhood Greenways project integrated into the Bend Bikeway project to expand on footprint and level of service
- \$504,560 spent on Bend Bikeway project design; local funds used to supplement design and construction
- Project construction based on recommendations from Bend Bikeways Project Alternative Analysis
- Construction completed in 2026 (except Butler Mkt./Boyd intersection in 2027)



Map of recommended improvements from Alternatives Analysis

Thank You!

Questions?

Language Assistance Services & Accommodation Information for People with Disabilities



You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Derek Hofbauer at dhofbauer@bendoregon.gov or 541-330-4025. Relay Users Dial 7-1-1.



Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Derek Hofbauer en dhofbauer@bendoregon.gov o 541-330-4025. Los usuarios del servicio de retransmisión deben marcar el 7-1-1



CITY OF BEND

HIGH DESERT MIDDLE SCHOOL SHARED USE PATH PROJECT UPDATE

X



PROJECT OVERVIEW & PURPOSE

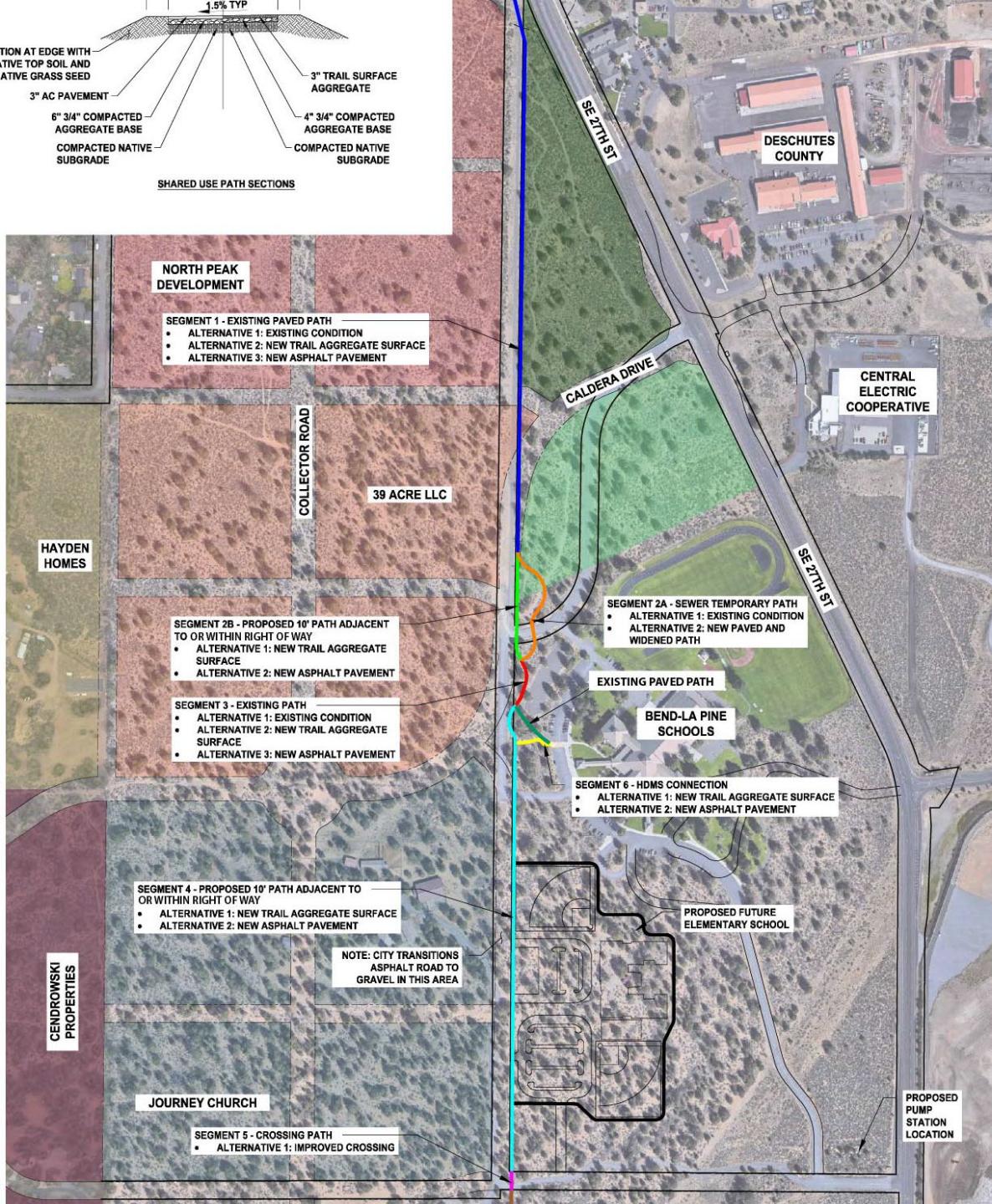
- Bend-La Pine School District is considering a shared-use path (SUP) to provide a safe, comfortable walking and biking connection between High Desert Middle School (HDMS) and surrounding neighborhoods
- Project aligns with the Southeast Area Plan (SEAP), City of Bend standards, and regional trail plans
- Focused on improving student safety, access, and long-term network connectivity
- Funded through Federal COVID Relief Funding allocated by the Bend MPO.



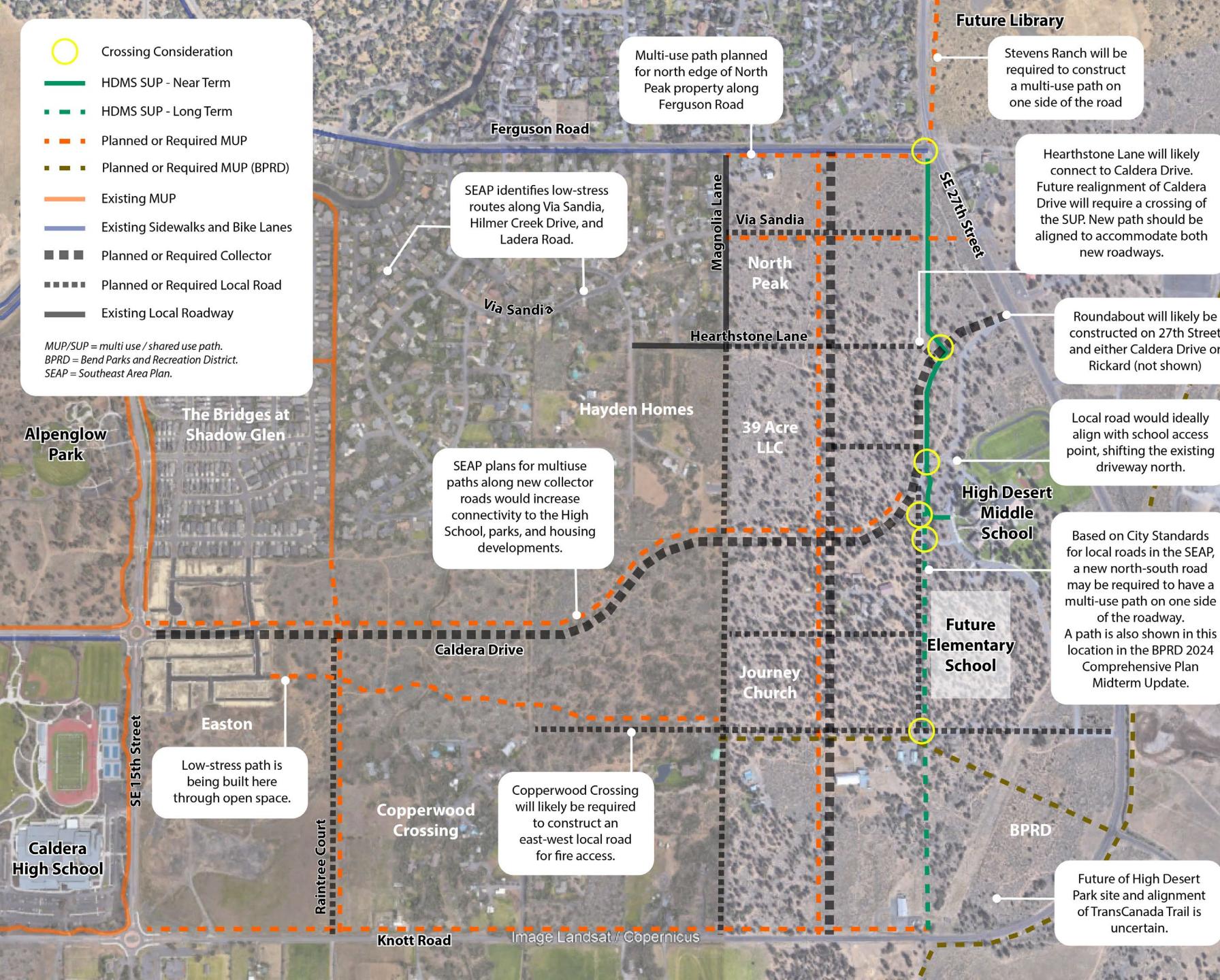
KEY CONSIDERATIONS

- Evaluated existing site conditions, applicable City and Park District plans, and design standards to develop and assess potential SUP alignments across the study area.
- Coordinated with adjacent property developers and their engineering teams to understand planned development concepts, anticipated infrastructure, and constraints affecting future path alignment and timing.
- Conducted focused coordination meetings with Bend Park and Recreation District (BPRD), City of Bend Planning, and City of Bend Private Development Engineering to confirm standards, validate development assumptions, and identify opportunities to integrate with planned roadway, park, and utility improvements.
- Identified uncertainty in adjacent development schedules and the future alignment and construction timing of Caldera Drive as a key factor influencing path planning.

SHARED USE PATH OVERVIEW



LOCAL NETWORK CONNECTIONS





KEY CONSIDERATIONS

- **Development & Roadway Timing**
 - Uncertainty around timing and final alignment of future Caldera Drive
 - Adjacent development schedules may affect path alignment and construction timing
 - Advance improvements to the existing path for near-term needs or design a new alignment that integrates with future Caldera Drive construction?
- **Crossing Considerations**
 - Future MUP planned on north side of Caldera Drive may require additional roadway crossings
 - Curved alignment of Caldera Drive = crossing and sight distance challenges
 - Crossing type and enhancements will need to be evaluated near the planned roundabout at 27th Street and Caldera Drive
- **School Access and Circulation**
 - Potential to realign the school driveway to the north to better align with the future local road network and to meet City of Bend block length recommendations.



KEY CONSIDERATIONS

Framed a strategic report for the School District:

- Repair and upgrade existing paths
- Construct new paved segments on school property where feasible
- Expand the SUP network as development occurs
- Coordinate with construction of new roadways and access to future parks and regional trails

Previous Conditions

Simpson Ave. Affordable Housing Frontage Improvements



Proposed Investment



Current Conditions



Current Conditions



Transportation Budget – Use of Funds

Outline of Construction Activity Completed

- General construction conditions including staking, erosion control, and traffic control
- Base rock, curb, pavement, and striping along 18th and Simpson
- Public sidewalk along 18th and public 8-foot wide Multi-Use Path along Simpson
- Driveway Aprons along 18th and ADA Ramps at intersections
- Street trees along 18th and Simpson



commute
options

Safe Routes To School



Brian Potwin
Executive Director
brian@commuteoptions.org

Oregon Department of Transportation
Safe Routes to School



Education Learn to Ride Encouragement Volunteer Program



Education

- Pedestrian Safety
- Bicycle Safety
- Benefits of Active Transportation, Transit, Carpooling



commute
options

Learn to Ride



Encouragement

- Walk and Roll To School Days
- Bike Night & Bike Rodeos
- Community Events



commute
options

Volunteer Program





**commute
options**

Brian Potwin
Executive Director
brian@commuteoptions.org



commuteoptions.org

Bus Stop Improvement Project



- \$300k in COVID Funds 2023, \$105k in COVID Funds 2024
- Appx. \$150K remaining to allocate
- 286 Bus Stops in Bend Updated
 - 286 new Signs – Updated Route Information & Stop Names
 - 286 Schedule Holders
 - 40 new benches
 - 7 new shelters



Bus Stop Improvement Project



- Next Steps

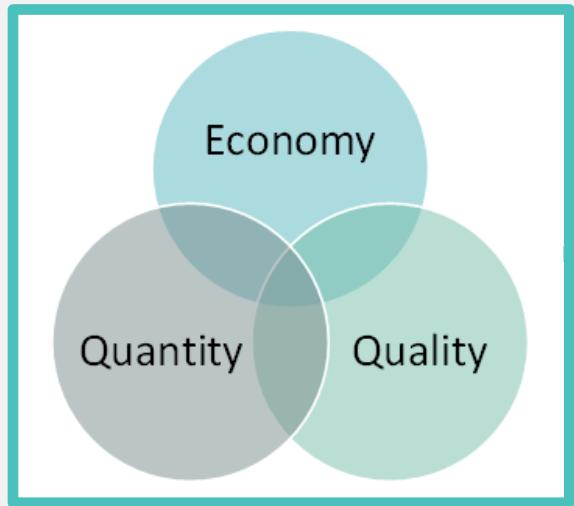
- Procurement of 50 additional benches & approximately 8 shelters with remaining COVID Funds
- Sidewalk Improvements, Concrete Pads, Installation paid for under City of Bend Go Bond
- Installation of Benches, Spring 2026
- Installation of Shelters Summer 2026



Further Questions?

2024 Statewide Congestion Overview

Chi Mai, ODOT



2024 Statewide Congestion Overview

Prepared for the Bend MPO Policy Board
January 16, 2026

Presented by Chi Mai, PE, Sr Transp Performance Reporting Engineer
Transportation Planning Analysis Unit
Oregon Department of Transportation



2024 STATEWIDE CONGESTION OVERVIEW

May 2025

Oregon Department of Transportation
Transportation Planning Analysis Unit
355 Capital St NE
Salem, OR 97301

Report Purpose and Audience

- First report was issued early 2020
- Purpose is to provide high-level understanding of travel in Oregon
- Target audience is policy decision makers to support informed decisions
- Effective solutions require understanding of economic motivation of businesses, freight movement and household user behavior

A well-functioning transportation system is foundational to a robust economy



Since 2001:

Population increased 25%

Employment increased 13%

VMT increased 9%

Since 2000:

State Highway lane miles increased 4.6%

County Roads: up 9.8%

City Streets: up 13.8%

VMT by Roadway Ownership:

State Highway VMT: 60%

County VMT: 20%

City VMT: 20%

Travel demand is derived from economic activity,
where governmental control is limited.

A well-functioning transportation system is foundational to a robust economy.



Since 2001:

Population increased 25%

Employment increased 13%

VMT increased 9%

Since 2001:

Population increased 89%

Employment increased 68%

VMT increased 20%

County Roads: up 9.8%

City Streets: up 13.8%

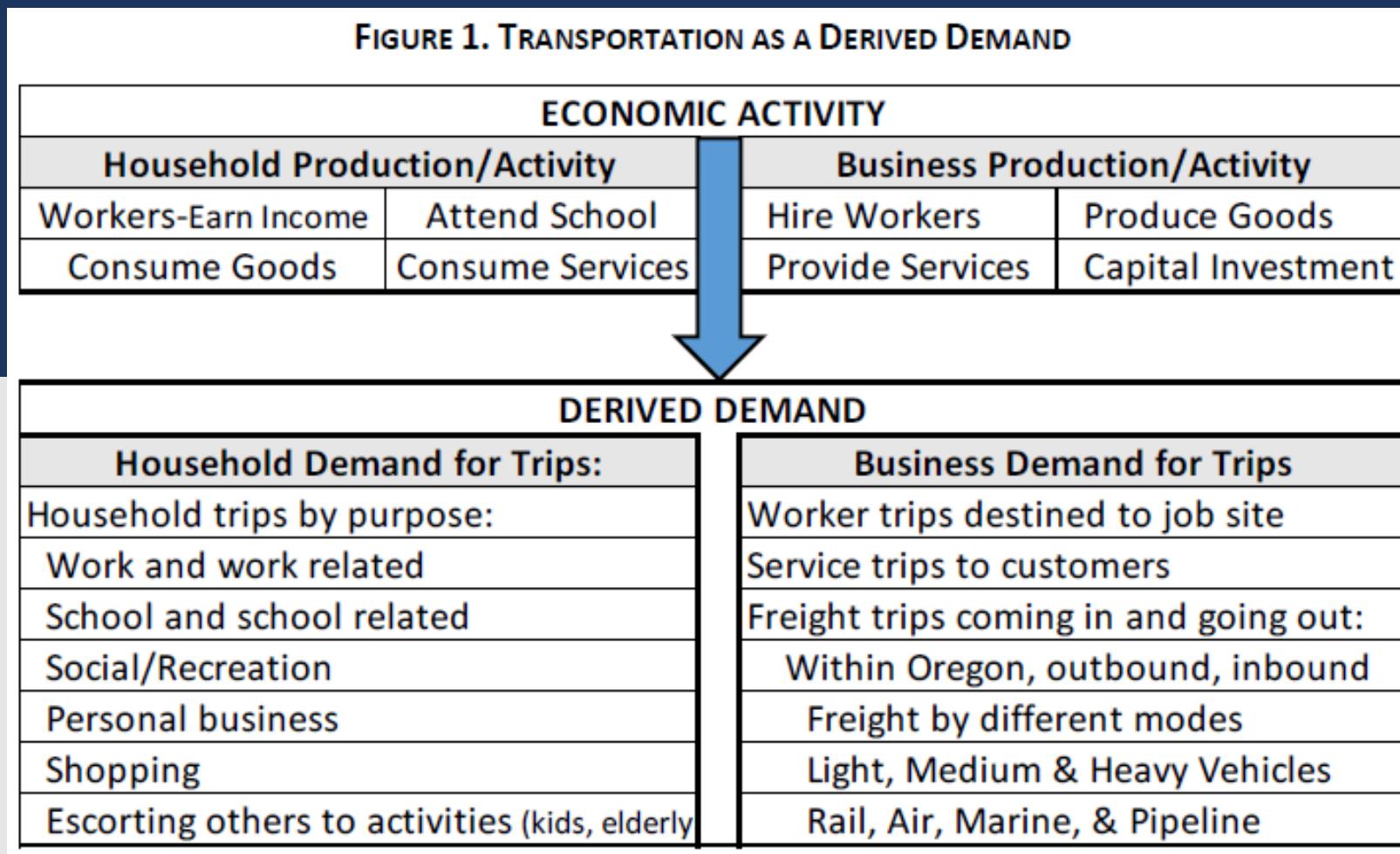
Since 2001:

Bend population has increased 89%,
Employment has increased 68%

City VMT: 20%

Demand is derived from economic activity, which is mostly beyond ODOT and local government control.

Explaining Oregon's Economic Growth

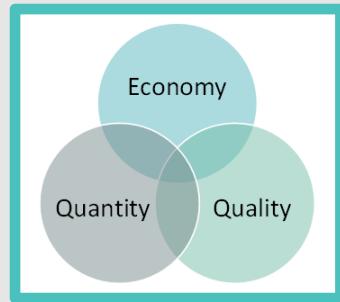


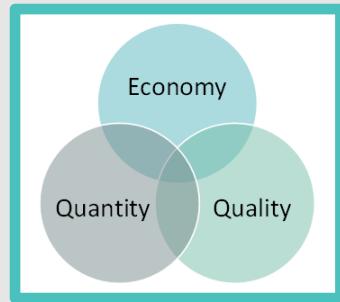
Oregon grows from in-migration of households and workers.

Performance Measures

Performance measures are **necessary** to evaluate how well mobility-related objectives are met across the variety of user needs

- **Commercial perspective:** access to workers, customers, goods and services needed to conduct business.
- **Freight movement** plays a key role in competitive access to markets for production inputs and final sales.
- **Household perspective:** access to places needed to fulfill a rich and satisfying life - jobs, schools, medical services, shopping, parks, and other personal amenities.



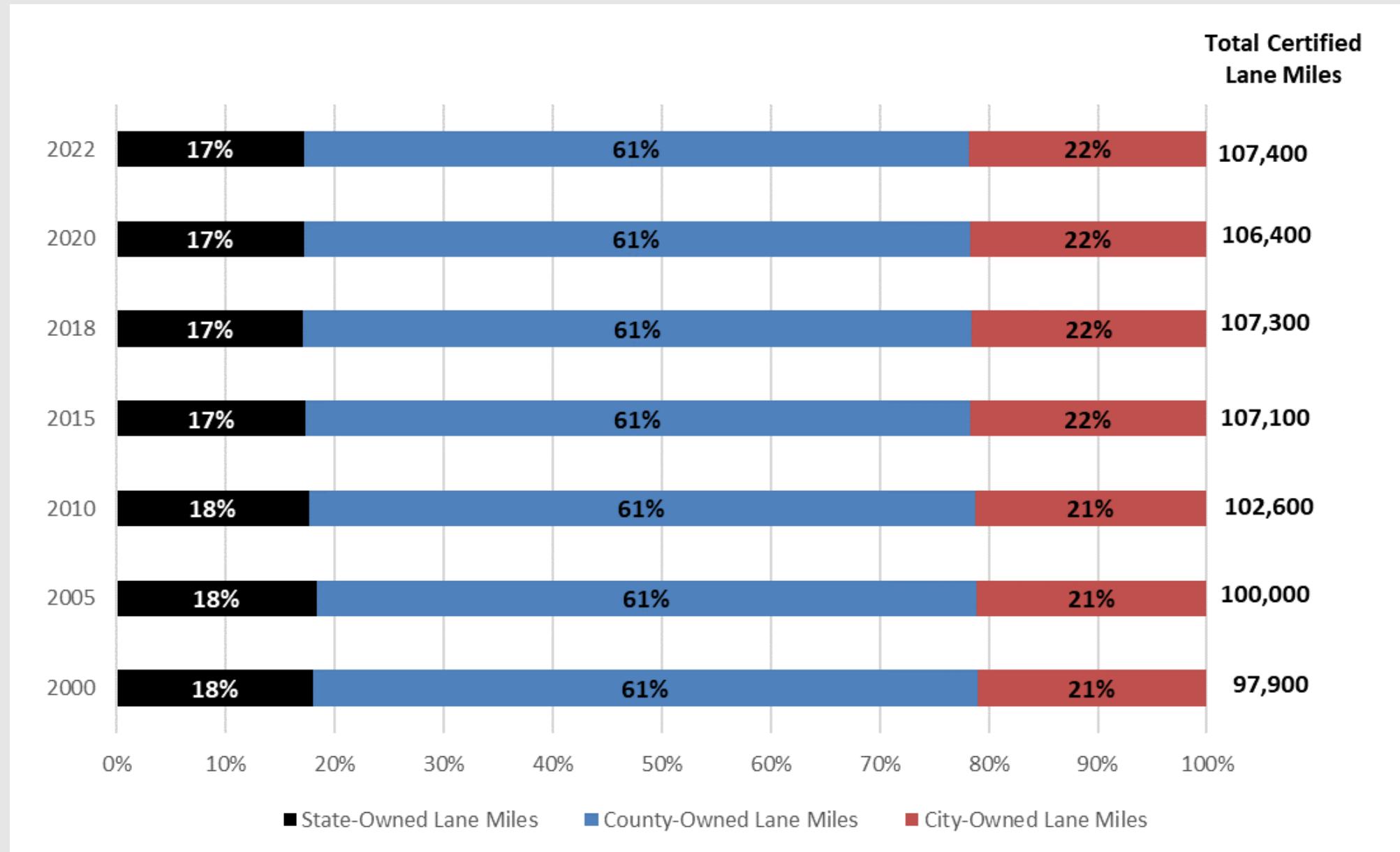


Measuring Quantity of Use: 2024

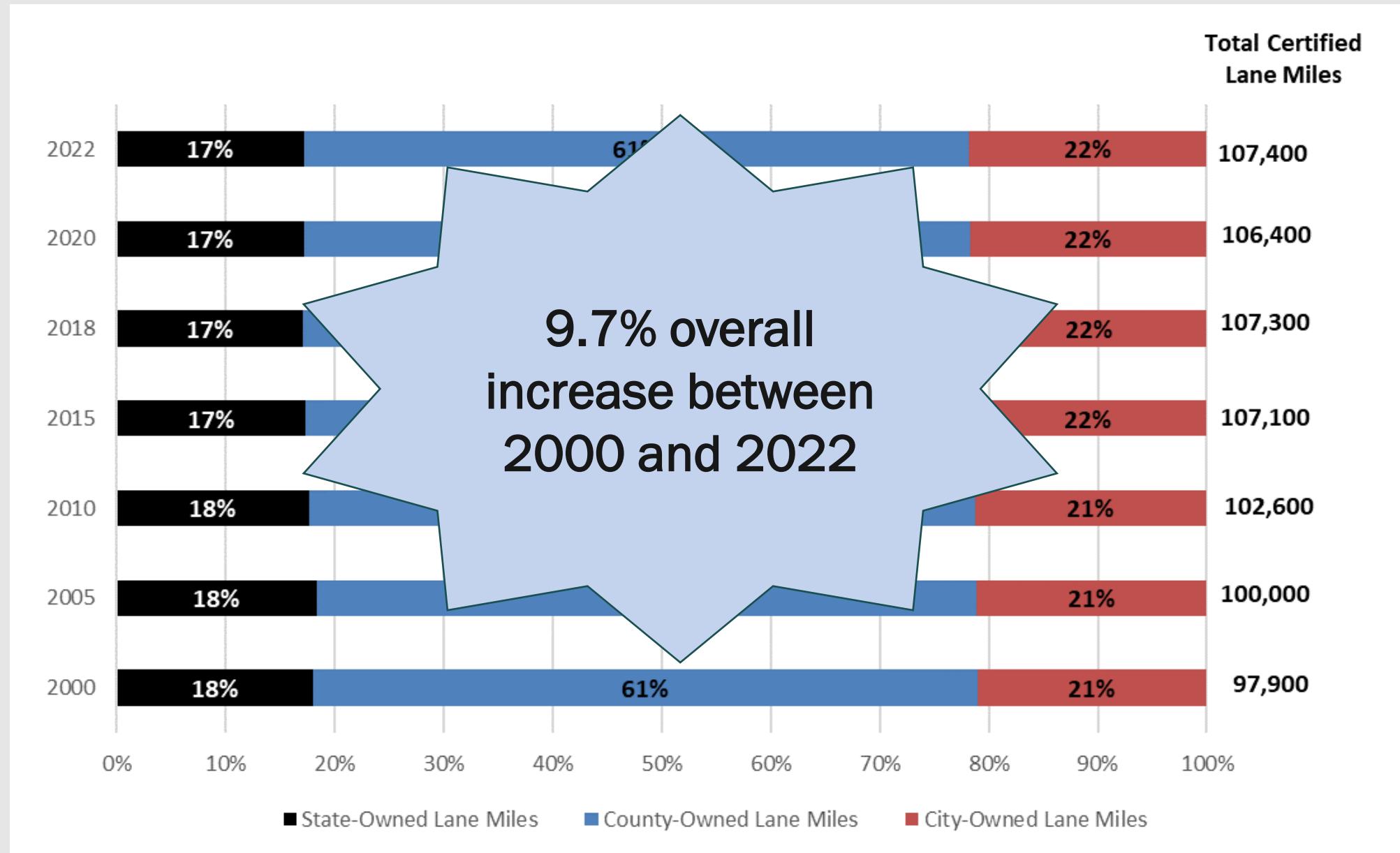
	Total VMT, in millions	Percent of Total	Lane Miles (2022)	Light Vehicles		Heavy Vehicles	
State Roads	21,614	61%	17%	19,050	59%	2,564	78%
Interstate	9,412	26%					
Non-Interstate	12,202	34%					
Local Roads	14,087	39%	83%	13,366	41%	720	22%
County Roads	7,095	20%	61%				
City Streets	6,992	20%	22%				
TOTAL All Roads	35,701	100%		32,416	91%	3,284	9%

Source: VMT - Highway Cost Allocation Study: 2023-2025 Biennium Table 4-2, Oregon Department of Administrative Services, Office of Economic Analysis; Lane Miles - Highway Performance Monitoring System, ODOT

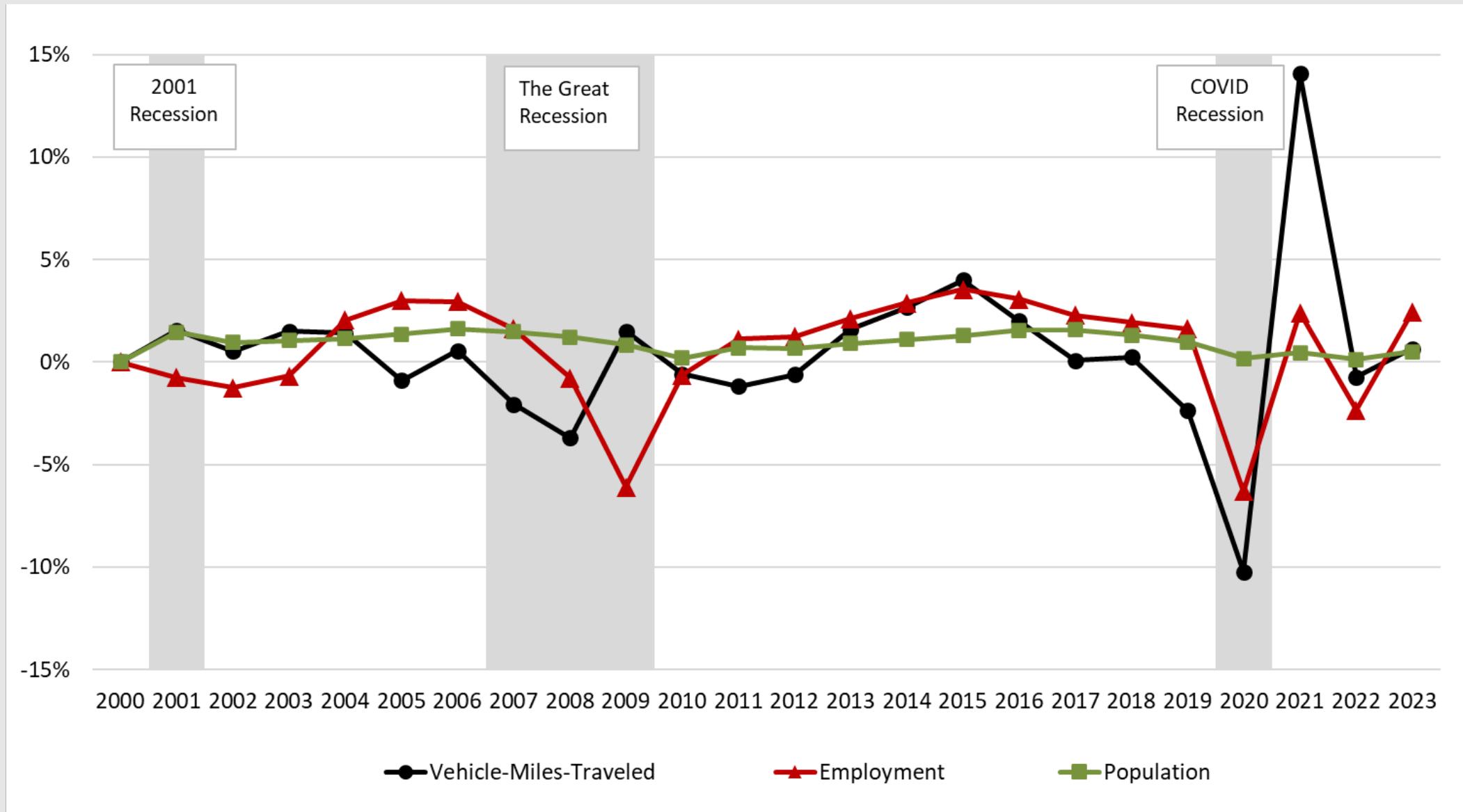
Measuring System Capacity: Lane Miles by Ownership



Measuring System Capacity: Lane Miles by Ownership



Measuring Change in VMT, Employment & Population



Freight Movement

OREGON's TOP TEN COMMODITY FLOWS BY VALUE, 2023

Within Oregon	Share of Total	Outbound	Share of Total	Inbound	Share of Total
Mixed freight	13%	Motorized vehicles	14%	Electronics	14%
Wood prods.	9%	Electronics	11%	Machinery	9%
Electronics	9%	Wood prods.	8%	Pharmaceuticals	8%
Machinery	5%	Mixed freight	8%	Motorized vehicles	8%
Other ag prods.	5%	Machinery	8%	Mixed freight	7%
Motorized vehicles	5%	Other foodstuffs	6%	Misc. mfg. prods.	6%
Plastics/rubber	4%	Other ag prods.	5%	Textiles/leather	4%
Other foodstuffs	4%	Precision instruments	4%	Natural gas and other fossil products	4%
Alcoholic beverages	4%	Misc. mfg. prods.	3%	Other foodstuffs	4%
Gasoline	4%	Textiles/leather	3%	Precision instruments	3%
Top 10 total share	61%	Top 10 total share	72%	Top 10 total share	68%

Source Freight Analysis Framework 5.6.1

Freight Movement

OREGON TOP TEN COMMODITY FLOWS BY VALUE, 2023

Within Oregon	Share of Total	Outbound	Share of Total	Inbound	Share of Total
Mixed freight	13%	6	14%	Electronics	14%
Wood prods.	9%	5	13%	Machinery	9%
Electronics	8%	4	11%	Automotive	8%
Alcohol	7%	3	10%	Chemicals	7%
Gasoline	3%	2	7%	Food	3%
Top 10 total share	61%	Top 10 total share	72%	Top 10 total share	68%

Commercial travel, including freight movement, makes up 35% of total vehicle miles traveled nationally. Policy often focuses on household travel, but commercial travel must also be considered.

Source Freight Analysis Framework 5.6.1

Quality of System Performance

Congestion: Travel Time Index



Congestion Level	Travel Time Index Value	Interpretation
No Congestion	Less than 1.2	Average travel time is no more than 20% above free flow time
Moderate Congestion	$1.2 \leq \text{TTI} < 1.5$	Average travel time is between 20% to 50% more than free flow time
Heavy Congestion	$1.5 \leq \text{TTI} < 2.0$	Average travel time is between 50% and 99% more than free flow time
Severe Congestion	Greater than or equal to 2.0	Average travel time is more than double free flow time

Reliability Level	Planning Time Index Value	Interpretation
Reliable	Less than 1.33	Average travel time on the worst day of the month is no more than 33% longer than free flow time.
Moderately Unreliable	$1.33 \leq \text{PTI} < 2.0$	Average travel time on the worst day of the month is more than 33% longer and less than double that of free flow time.
Highly Unreliable	Greater than or equal to 2.0	Average travel time on the worst day of the month is twice as long or more than free flow time.

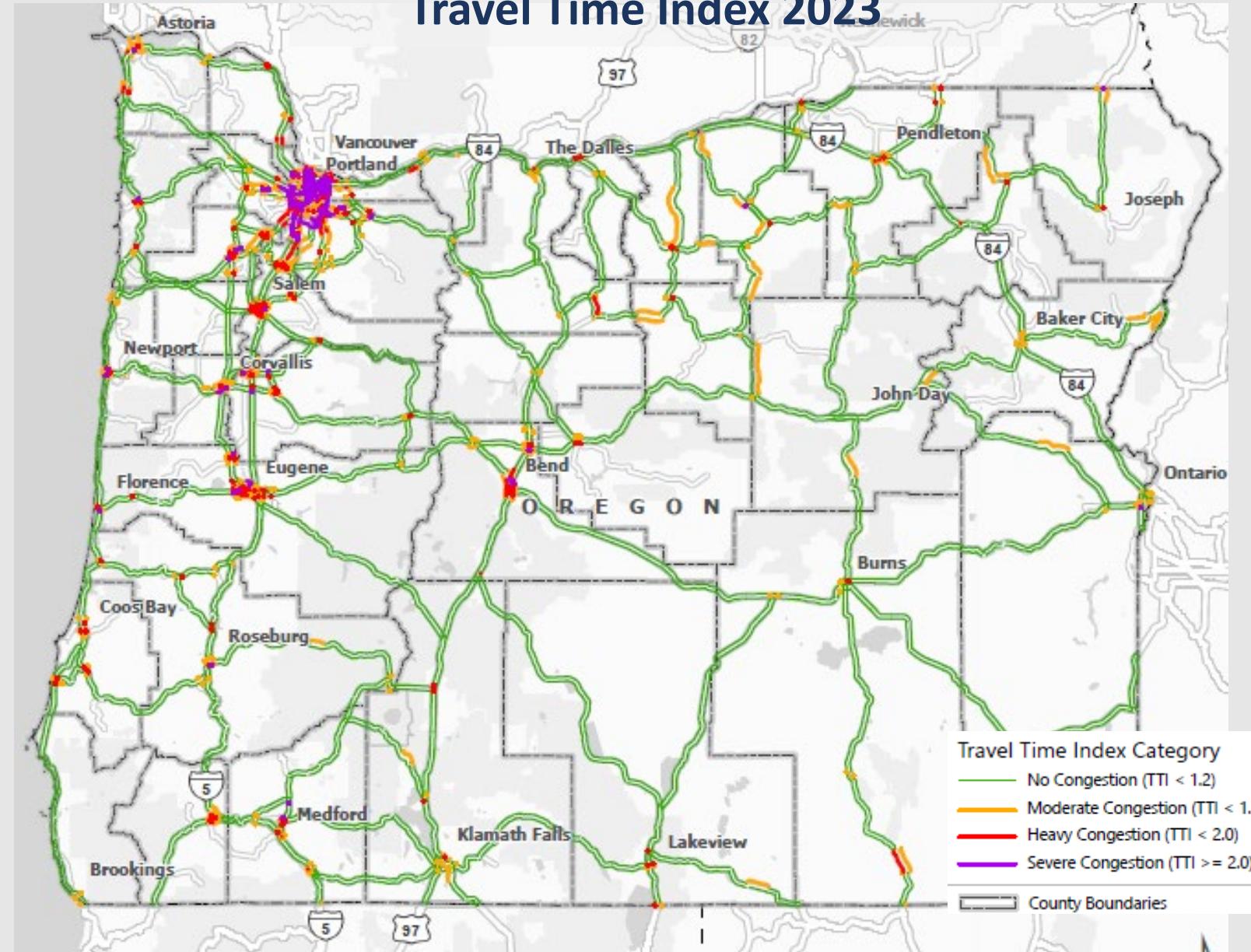
Reliability: Planning Time Index



Heavy and
Severe
Congestion
mostly occurs
in Urban Areas

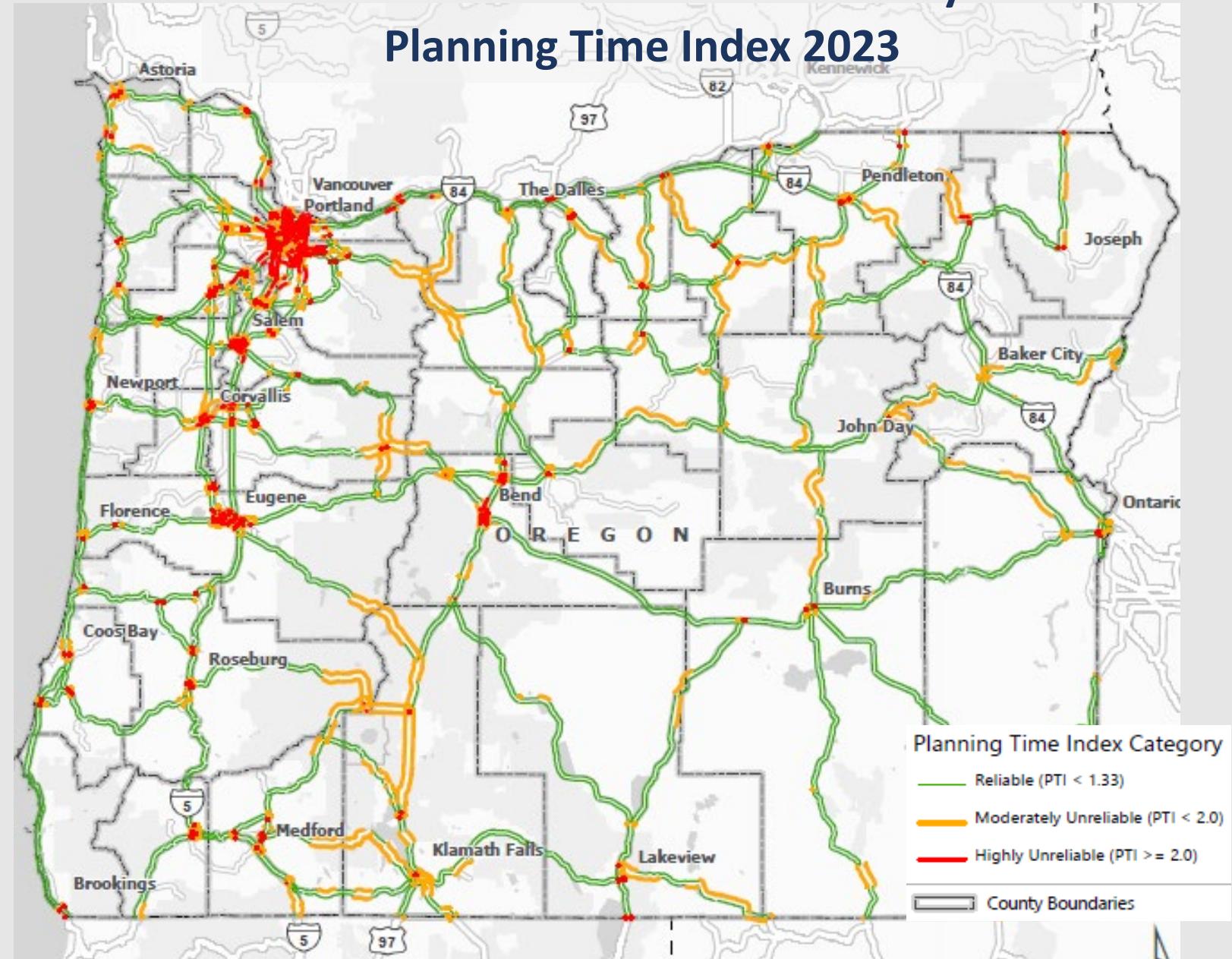


Statewide Congestion Delay: Travel Time Index 2023

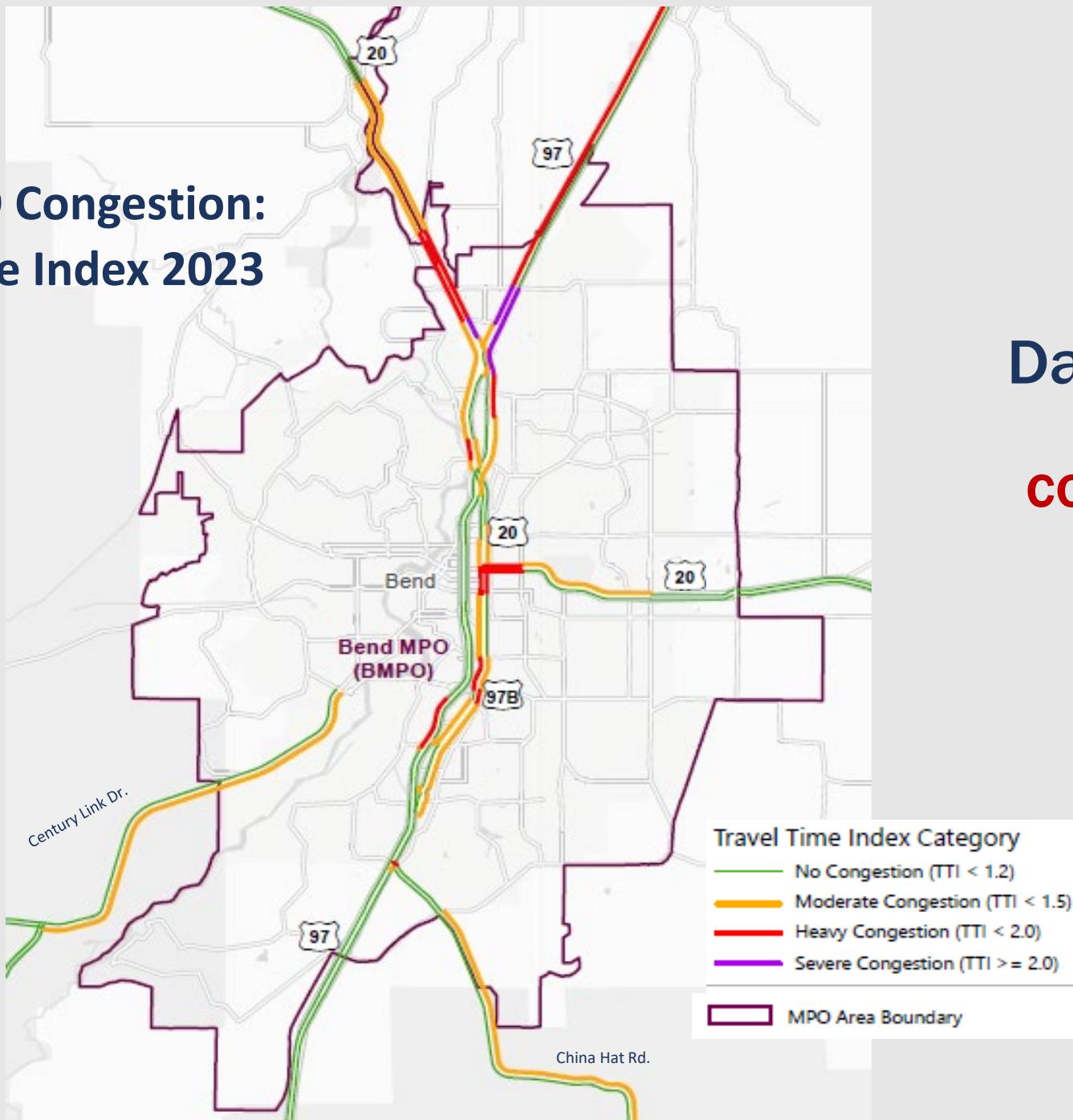


Statewide Travel Time Reliability: Planning Time Index 2023

Highly
Unreliable
conditions are
mostly in
Urban Areas

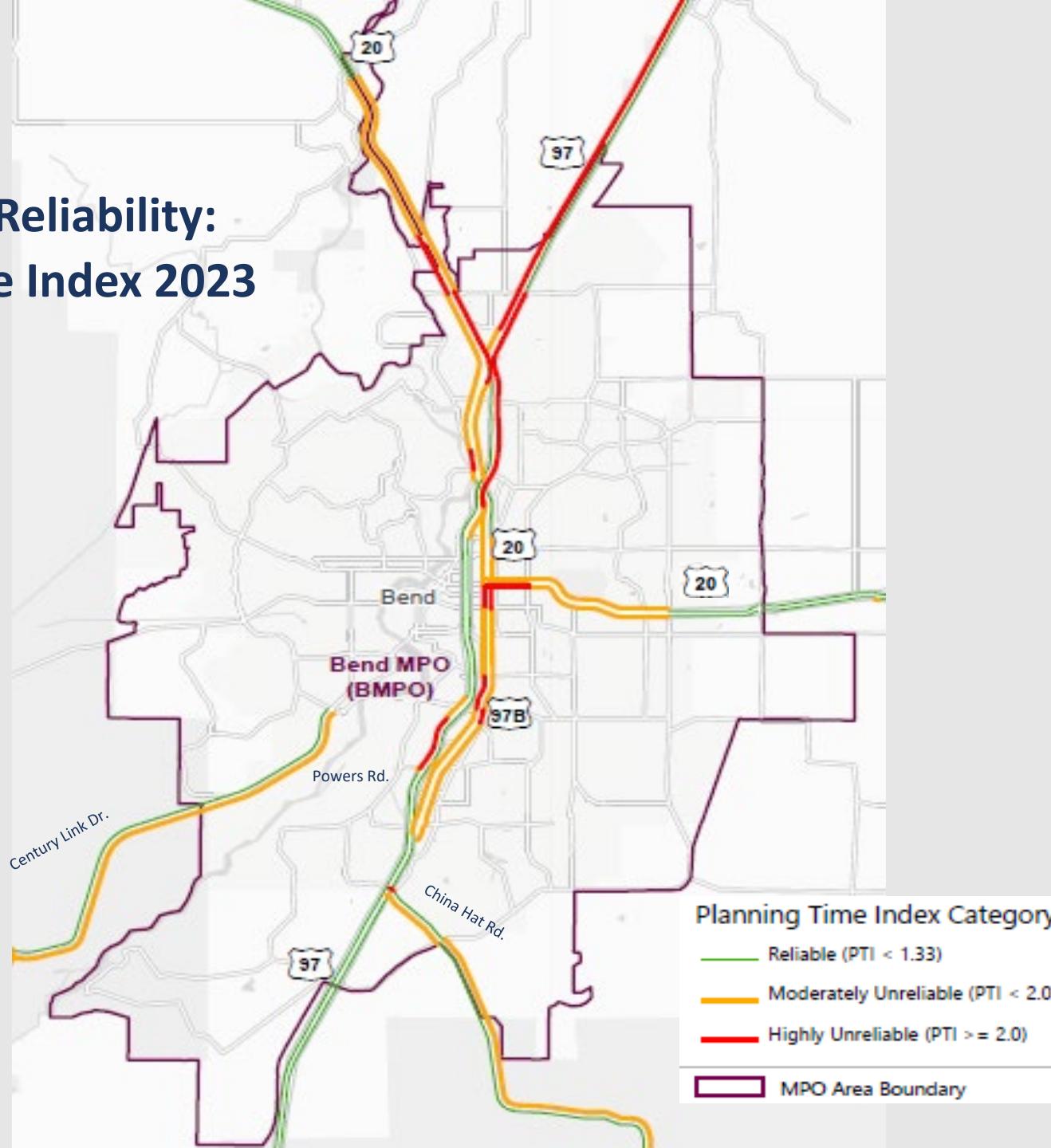


Bend MPO Congestion: Travel Time Index 2023



Data reveal where the highest levels of **congestion** delay are in Bend

Bend MPO Reliability: Planning Time Index 2023



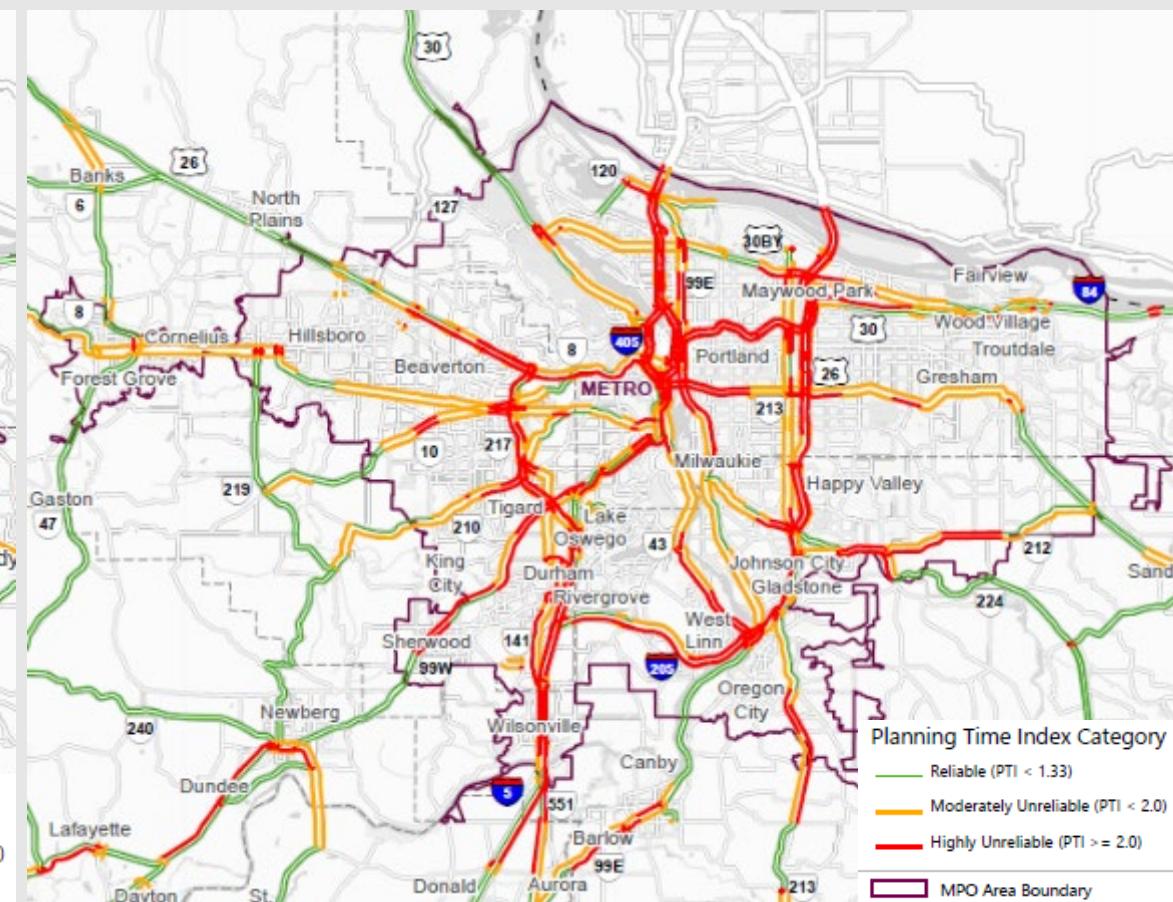
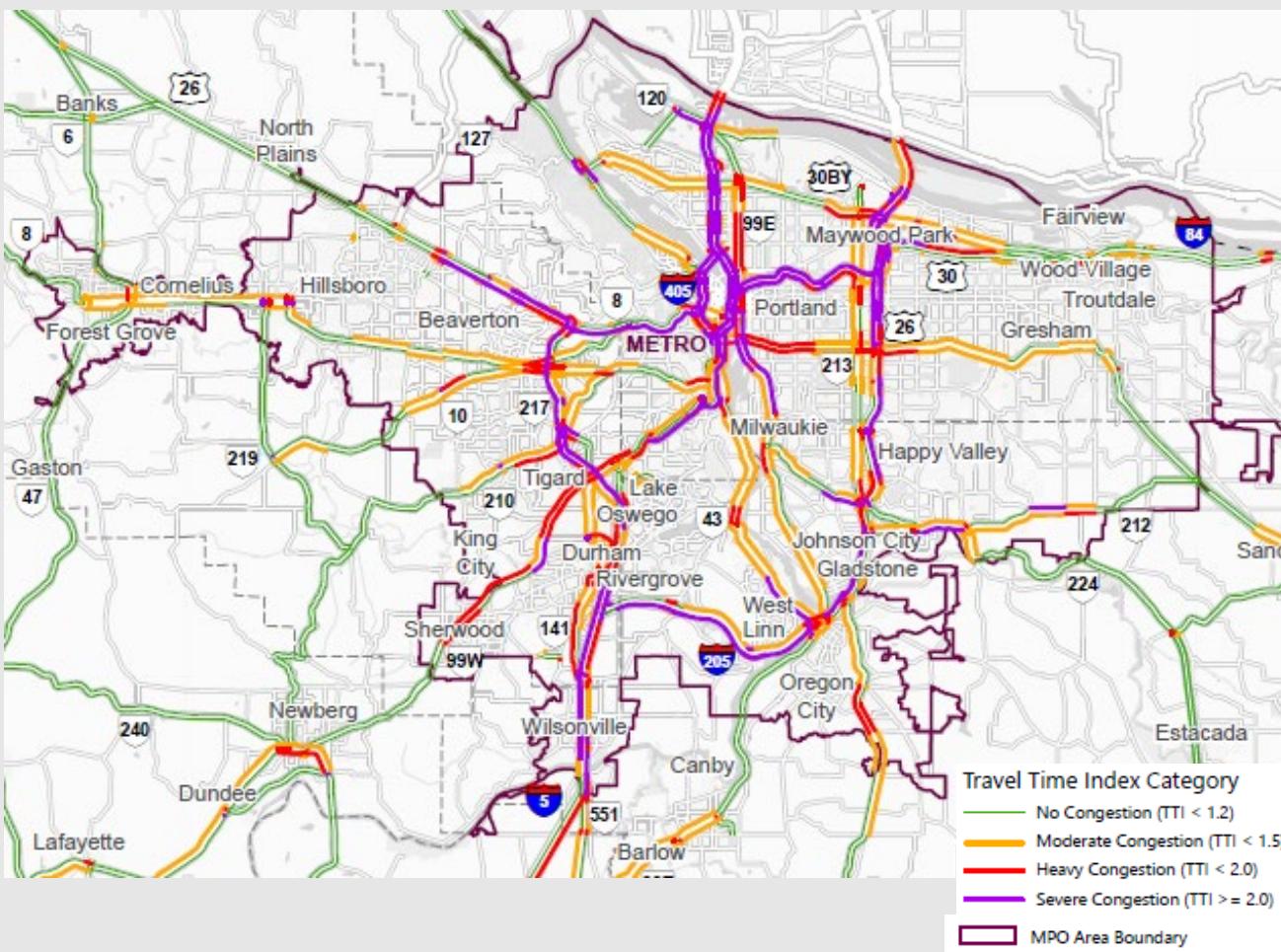
Data reveal where
the most **unreliable**
conditions are
located

As a Major Freight Hub, Portland Delay Impacts the Entire State

Portland Metro Congestion: Travel Time Index 2023



Portland Metro Travel Time Reliability: Planning Time Index 2023



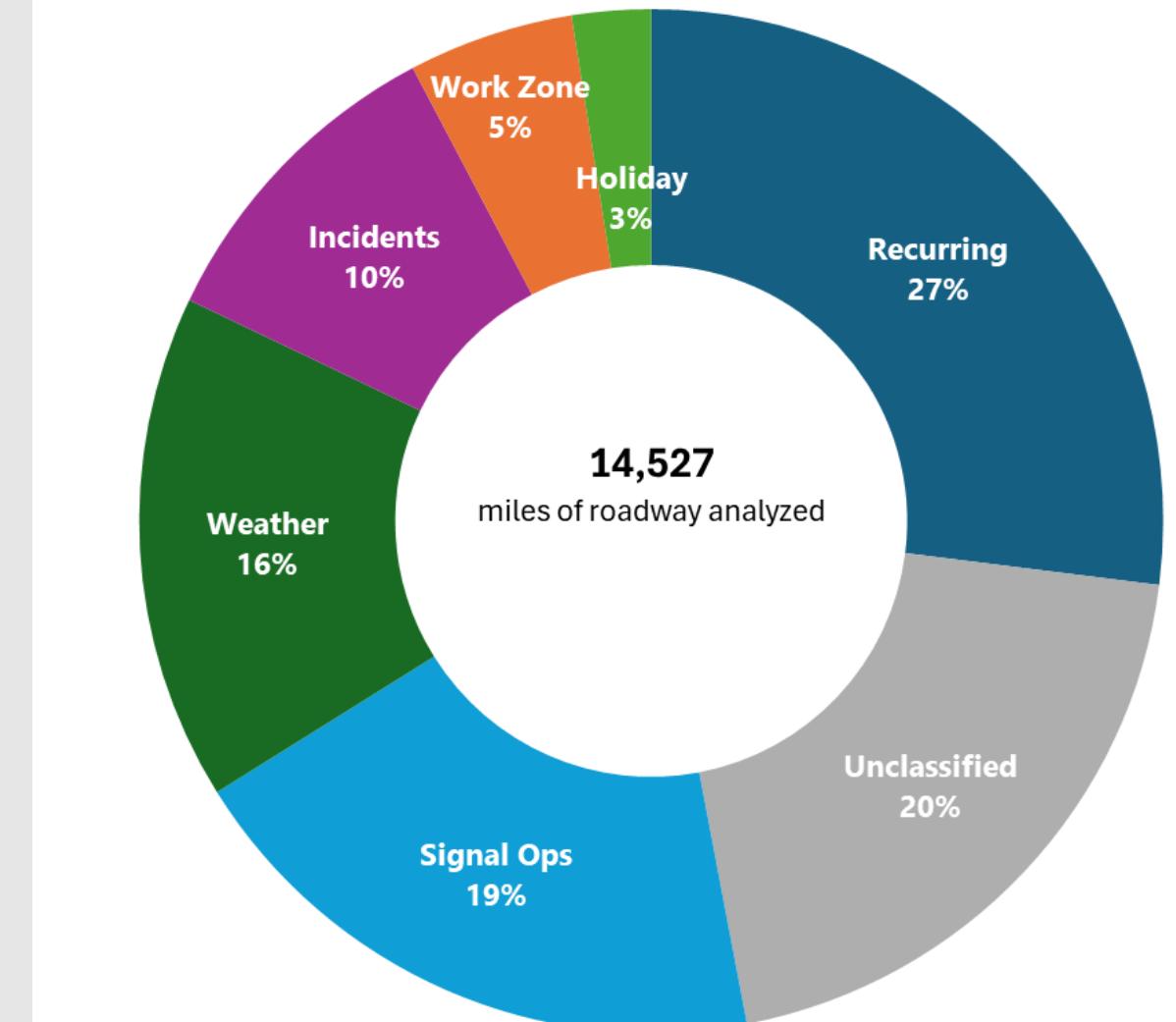


Causes of Congestion

Recurring
Weather
Incidents
Work Zones
Holidays

Signal Operations
Unclassified

Oregon Statewide
Causes of Congestion for 2023
% of total vehicle hours of delay (VHD)



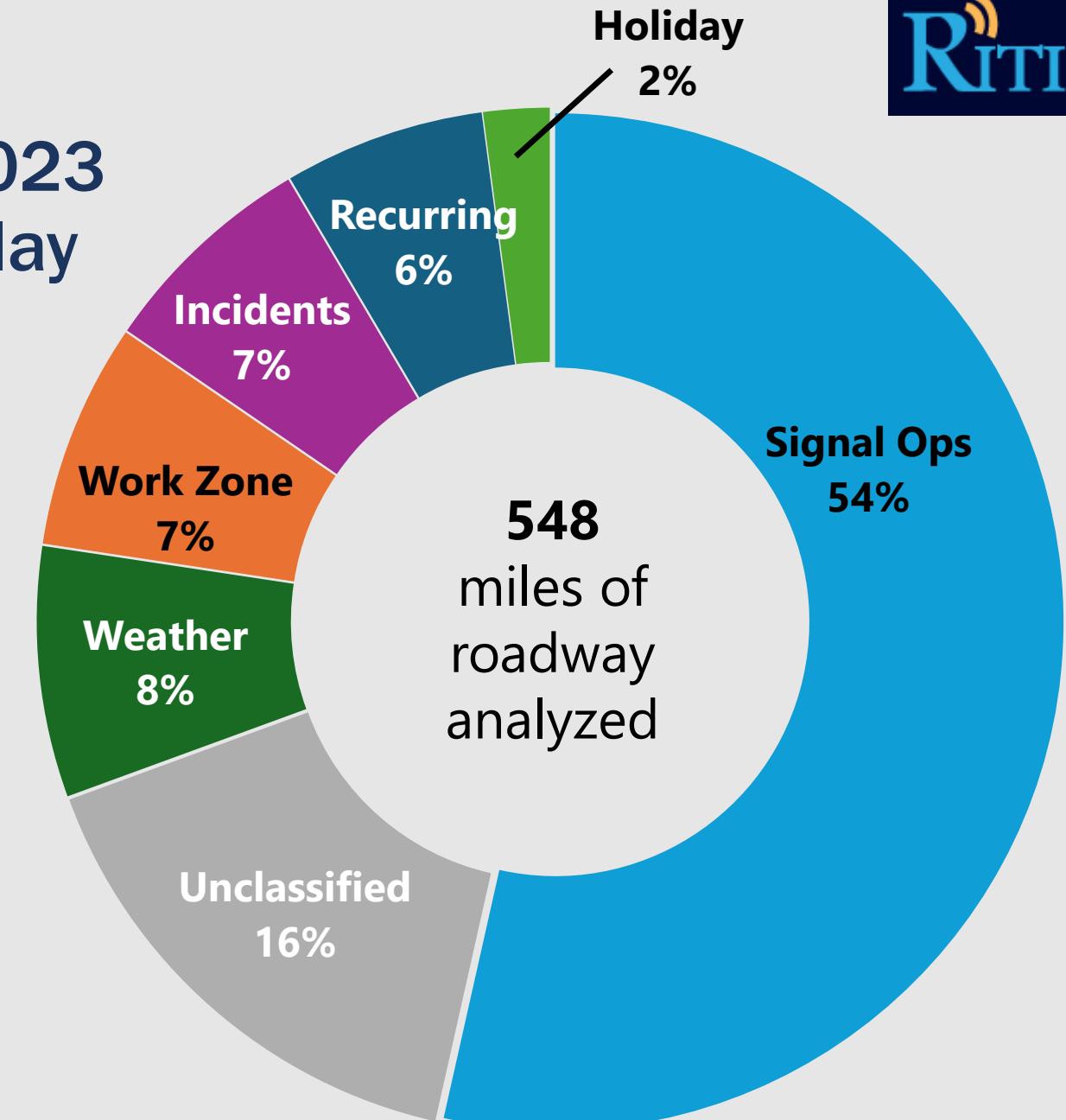
If multiple causes identified, delay was allocated to the most explanatory cause in this order:
Incidents, Work Zone, Weather, Signal Operations, Holiday, Recurring, and Unclassified.

BMPO Causes of Congestion 2023

% of Total Vehicle Hours of Delay

Data includes all of Deschutes County.
If multiple causes identified, delay
was allocated to the most explanatory
cause in this order:

**Incidents, Work Zone, Weather,
Signal Operations, Holiday,
Recurring, and Unclassified.**



Causes of Congestion: Bend

Location	Recurring	Weather	Incidents	Work Zone	Holiday
Statewide	27%	16%	10%	5%	2%
Bend	6%	8%	7%	7%	2%
Location	Signal Ops*		Unclassified**		
Statewide	19%		20%		
Bend	54%		16%		

*signal operations play a major role managing a safe and efficient transportation system to accommodate a variety of users. This is a special case of recurring delay that is part of managing the road system.

**unclassified is defined as instances when a cause could not be determined.

Causes of Delay



Location	Recurring	Weather	Incidents	Work Zone	Holiday	Signal Ops*	Unclassified**
Statewide (All Counties)	27%	16%	10%	5%	2%	19%	20%
Albany MPO (Linn County)	1%	21%	13%	2%	2%	39%	22%
Bend MPO (Deschutes County)	6%	8%	7%	7%	2%	54%	16%
Central Lane MPO (Lane County)	3%	14%	7%	3%	3%	33%	38%
Corvallis MPO (Benton County)	3%	20%	1%	1%	0%	72%	4%
Metro (Clackamas, Multnomah, & Washington Counties)	36%	15%	10%	6%	2%	14%	16%
Middle Rogue MPO (Josephine County)	4%	24%	9%	2%	2%	42%	18%
Rogue Valley MPO (Jackson County)	6%	23%	7%	5%	2%	30%	27%
Salem-Keizer MPO (Marion County)	3%	13%	23%	2%	4%	19%	37%

* Signal Operations play a major role in managing a safe and efficient transportation system to accommodate a variety of users. This is a special case of recurring delay that is part of managing the road system.

** Unclassified is defined as instances when a cause could not be determined.



Questions?



For More Information:

Chi Mai, PE
ODOT Transportation Planning Analysis Unit
chi.mai@odot.Oregon.gov

Access the report here:
https://www.oregon.gov/odot/Planning/Documents/2024_Statewide_Congestion_Overview.pdf

Information on RITIS here:
<https://www.oregon.gov/odot/data/pages/ritis.aspx>

Other Business

Chair Méndez

Other Business

- Policy Board agenda item requests
- Staff updates
 - BMPO messaging
- Next meetings of the BMPO Policy Board
 - Special meeting – February 13, 2026, at 10:30 a.m.
 - Topic: Bend TSAP Update
 - Regular meeting – February 20, 2026, at 12:00 p.m.
 - Potential topics:
 - Elect Chair and Vice Chair
 - FY25 Annual Financial Report
 - Draft 2027-2030 Metropolitan Transportation Improvement Program
 - FFY25 Annual Obligation Report

Public Comment

Chair Méndez

Adjourn

Chair Méndez

Language Assistance Services & Accommodation Information for People with Disabilities



You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122. Relay Users Dial 7-1-1.



Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Kelli Kennedy en kkennedy@bendoregon.gov o 541-693-2122. Los usuarios del servicio de retransmisión deben marcar el 7-1-1