



CTAC MEETING #6
NOVEMBER 13, 2018



- Public comment (20 minutes)
- Funding recommendation
 - ✓ Presentation and breakout
 - ✓ Develop recommendation and vote
 - ✓ *Desired outcome: approval of funding recommendation*
- Bicycle connectivity and low-stress network
 - ✓ Introduce concept and proposed network
 - ✓ Discuss how to move forward
 - ✓ *Desired outcome: recommendation on what to include in scenarios*
- Introduction to scenario evaluation
 - ✓ Quick overview of what you will receive prior to next meeting
- Public comment (10 minutes)

CTAC CONFLICT DISCLOSURE

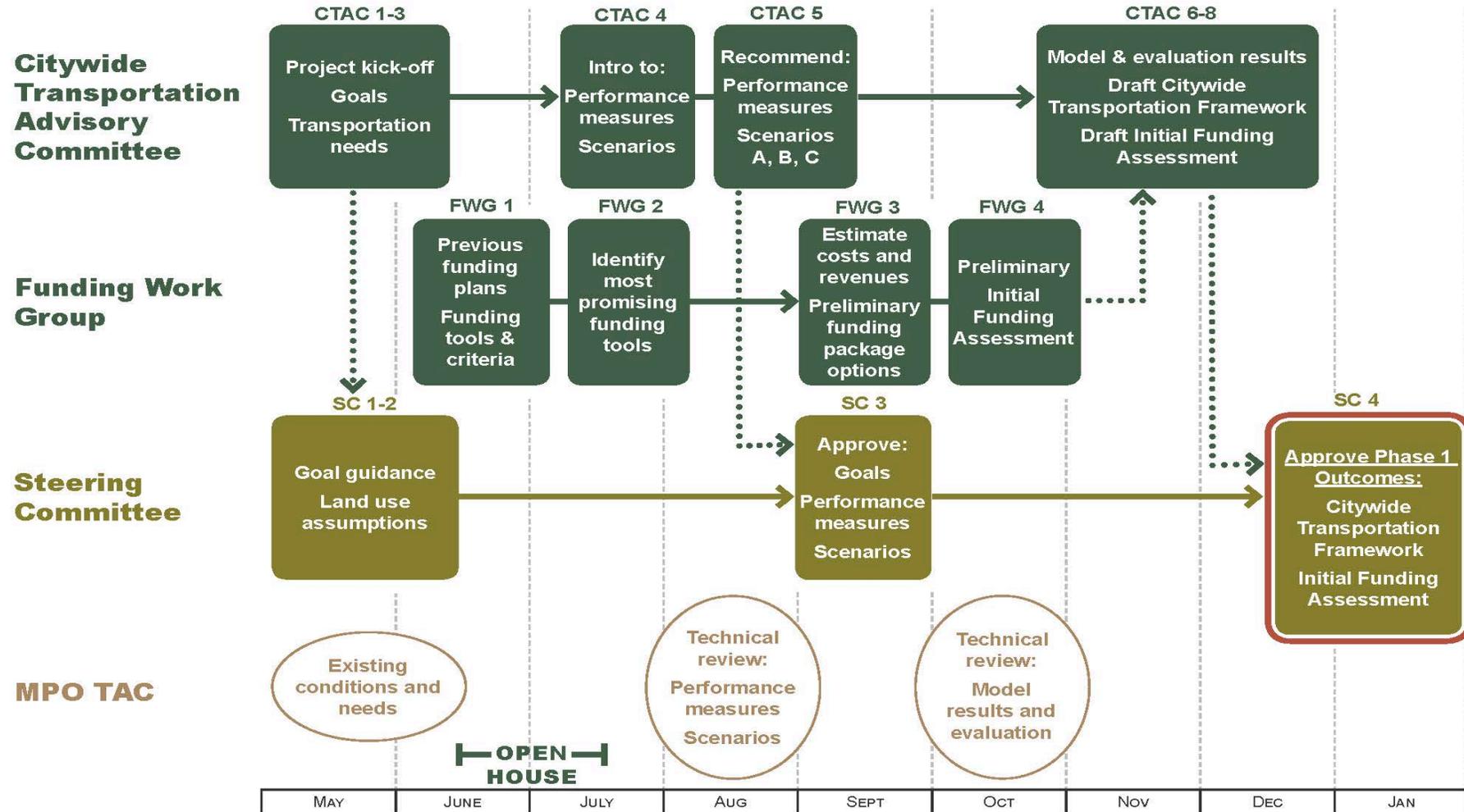


- Any CTAC conflicts on funding recommendation?



BEND TRANSPORTATION PLAN

Phase 1 Work Plan and Process



Updated: 11/8/2018

PUBLIC COMMENT #1



- 20 minutes at beginning of meeting; 10 minutes at end of meeting
- Divide time evenly by those who wish to comment
- Sign in before comment period begins
- Please line up in order that you've been assigned to ensure that we move smoothly through all commenters

FUNDING ASSESSMENT

WHAT IS THE IFA AND WHY DO WE HAVE IT?



- Defines starting place for funding: What do we already know about need?
- Working ahead to solutions
 - ✓ Generate sideboards for project selection / prioritization
 - ✓ Define most appropriate funding tools, for later refinement
 - ✓ Facilitate FWG + CTAC discussion and initial decisions
 - ✓ Allow later process to be more informed and efficient

IFA REFLECTS PROJECT GOALS



- Increase system capacity, quality, and connectivity for all users
- Ensure safety for all users
- Facilitate housing supply, job creation, and economic development to meet demand/growth
- Protect livability and ensure equity and access
- Steward the environment
- **Have a regional outlook and future focus**
- **Implement a comprehensive funding and implementation plan**



- Intentional diversification
- Fairness
- Full funding for priority projects
- Community buy-in
- Phased implementation
- Be flexible and 'future proof'



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- Fairness
- Full funding for priority projects
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FIRST, SOME CONTEXT....

CONTEXT FOR TRANSPORTATION FUNDING PLAN



- **We anticipate that CTAC will develop a long list of desired projects** due to the many deferred transportation projects and extent of new growth to plan for in Bend.
- **Communities everywhere are looking to local sources to address funding gaps** due to limited federal and state revenue sources.
- **We have considered potential local funding tools** applicable to Bend's transportation needs, regardless of actual projects identified.

WHAT DID WE LEARN FROM OTHER PLACES?



- Property taxes are not enough, especially in Bend
- No magic solutions: toolkit is limited
- Use a mix of tools that match local needs and priorities

BACK TO THE DETAILS OF OUR IFA...

VERY PRELIMINARY CAPITAL FUNDING NEEDS



	Very preliminary capital needs 2020-2040 (\$2018)
Preliminary Estimated Funding Needs (project costs)*	\$412 million
Forecast of revenue from existing tools	\$189 million
Est. need for new revenue tools for capital	\$223 million

* Does not include UGB Expansion Areas or new projects (see footnote)

*Includes project costs from TSDC project list, MTP financially-constrained project list, Deschutes County ITS plan, capital reconstruction of deferred maintenance that is beyond repair

PRELIMINARY CAPITAL NEEDS: “KNOWN UNKNOWNNS”



COSTS:

- Built off of existing project lists
 - ✓ Don't know which projects will be added, or how much they might cost
 - ✓ Includes deferred maintenance is a capital project
- Have not included projects in UGB expansion and opportunity areas
 - ✓ Need to discuss how these are accounted for
- Have not accounted for phasing
 - ✓ Need more info about projects
- Have not included transit projects
 - ✓ CET currently developing this list

REVENUES:

- Some refinement of revenue projections expected

PRELIMINARY O&M NEEDS: "KNOWN UNKNOWN"



COSTS:

- Working estimate of expected costs:
 - ✓ \$17-19 million annually
- More work needed to understand:
 - ✓ Additional O&M costs from new projects
 - ✓ O&M needs for infill projects
 - ✓ Impact of target pavement condition index

REVENUES:

- Assumes sustained general fund
- Costs likely to be higher

TOOLKIT REVIEW: POTENTIAL FUNDING TOOLS



Three categories of funding tools:

Funding mechanisms tied to the use of transportation systems

- Tolls(includes congestion pricing)
- Seasonal fuel taxes
- Utility franchise fees
- County vehicle registration fees
- Transportation Utility Fees
- Parking Fee

Funding mechanisms tied to land value capture

- Urban renewal funding
- Local improvement districts

Other funding mechanisms

- General Obligation bonds
- Targeted sales tax(food and beverage), payroll tax, transient lodging tax
- Transportation SDC increases
- Business fee
- Local Option Levy
- Advertising/Naming Rights
- General Fund

EVALUATION CRITERIA: WHAT THE LITERATURE SAYS



Efficiency

Legality

Fairness

Political
support

- Capacity
- Timing
- Administrative ease
- Stability/predictability
- Flexibility

FUNDING TOOLS BY EVALUATION CRITERIA



Funding Tool	Efficiency	Legality	Fairness	Political Support
General Fund	Green	Green	Yellow	Yellow
Transient Lodging Tax	Yellow	Yellow	Green	Red
Transportation SDCs	Yellow	Green	Green	Yellow
Utility Franchise Fee	Green	Green	Green	Yellow
Busines Fee	Green	Green	Red	Yellow
Parking Fee	Green	Green	Green	Yellow
Local Improvement District	Yellow	Green	Green	Yellow
General Obligation Bond	Green	Green	Yellow	Yellow
Local Option Levy	Green	Green	Yellow	Yellow

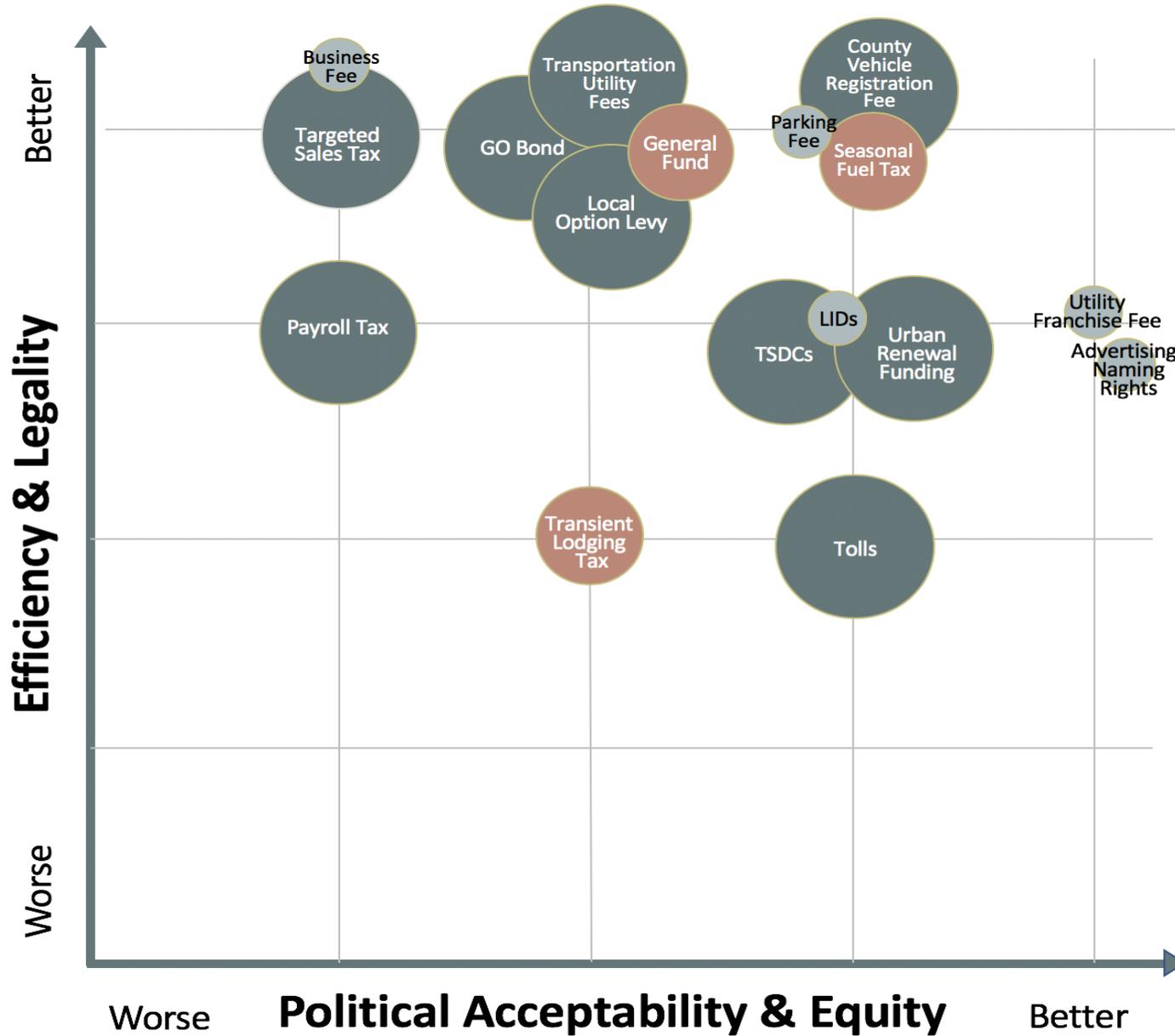
Matrix continued next slide.

FUNDING TOOLS BY EVALUATION CRITERIA, CONT.



Funding Tool	Efficiency	Legality	Fairness	Political Support
Urban Renewal Funding	Yellow	Green	Yellow	Yellow
Transportation Utility Fees	Green	Green	Yellow	Yellow
Seasonal Fuel Tax	Green	Green	Green	Yellow
County Vehicle Registration Fee	Green	Green	Green	Yellow
Payroll Tax	Yellow	Green	Red	Yellow
Advertising/Naming Rights	Yellow	Green	Green	Green
Tolls	Red	Green	Green	Yellow
Targeted Sales Tax	Green	Green	Yellow	Red

EVALUATION OF TOOLS AGAINST CRITERIA



FWG IDENTIFIED THE FOLLOWING TOOLS AS MOST SUITABLE



Funding mechanisms tied to the use of transportation systems

- **Seasonal fuel taxes**
- **County vehicle registration fees**
- **Transportation Utility Fees**
- Utility franchise fees
- Parking fees
- Tolls (includes congestion pricing)

Funding mechanisms tied to land value capture

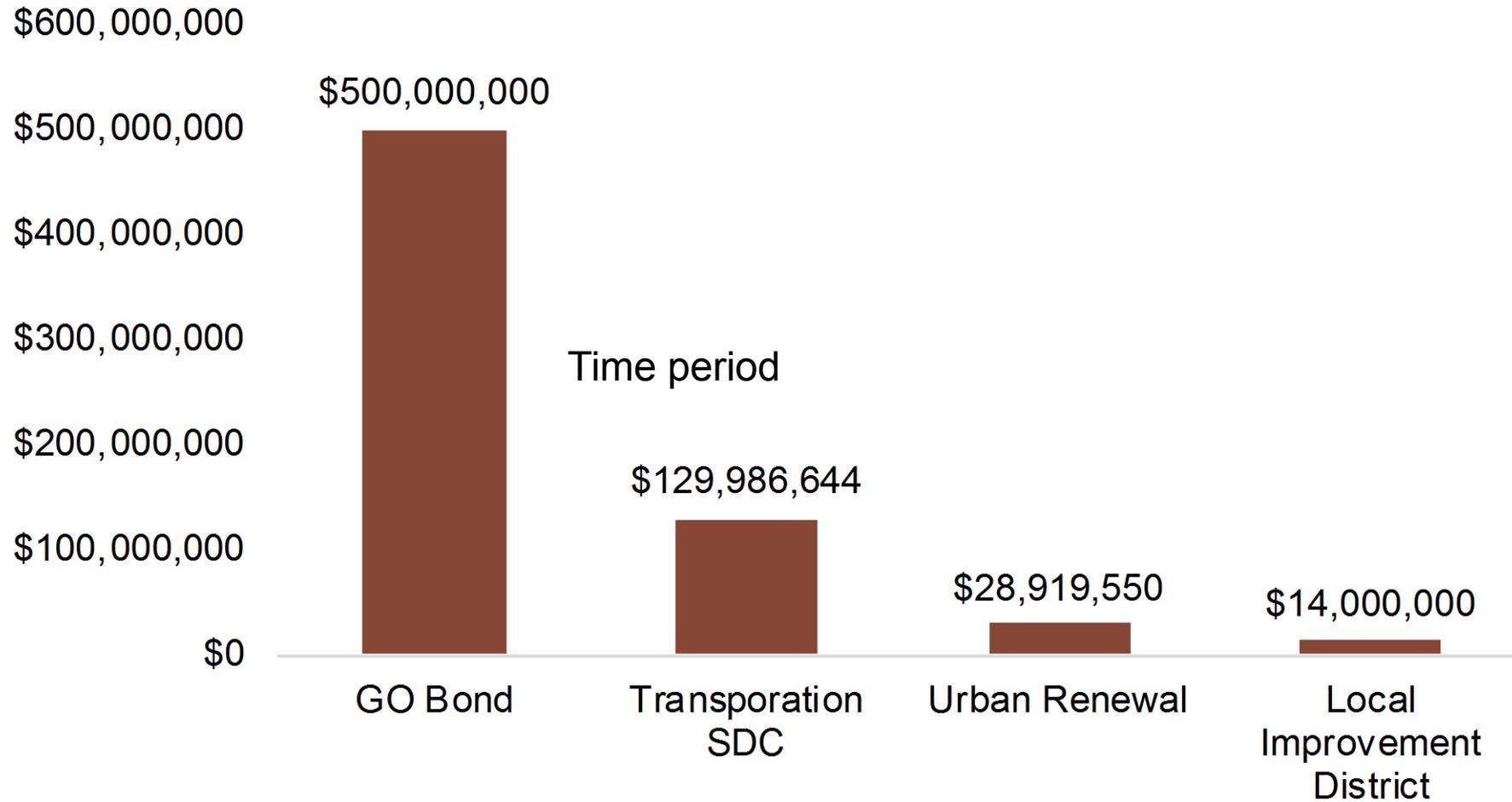
- **Urban renewal funding**
- **Local improvement districts**

Other funding mechanisms

- **General Obligation bonds**
- **Transportation SDC increases**
- **Local Option Levy**
- **Targeted sales tax (food and beverage)**
- Payroll tax, transient lodging tax
- Business fee
- Advertising/Naming Rights
- General Fund

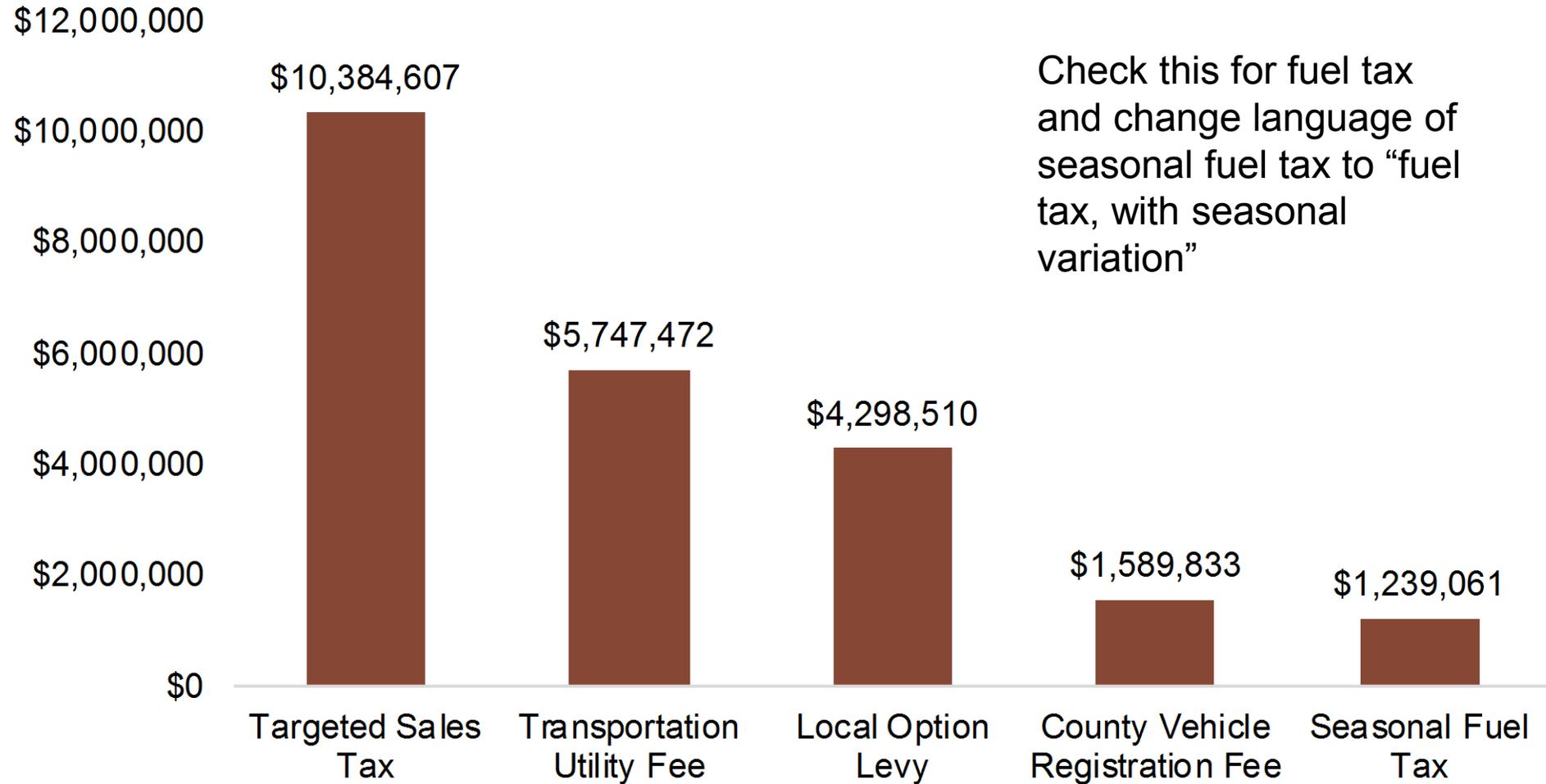


MAX. REVENUE CAPACITY FOR PREFERRED CAPITAL FUNDING TOOLS





MAX. REVENUE CAPACITY FOR PREFERRED O&M FUNDING TOOLS



3. DEVELOPING FUNDING PACKAGE “THEMES”



1. Users pay

- Uses funding tools linked to transportation usage, impacts, or benefits

2. Simplicity

- Uses as few funding tools as possible; emphasizes a primary funding tool for capital and operations

3. Resilience

- Emphasizes year-to-year stability. Uses tools that do not require renewal and that are less subject to market cycles

4. Balance

- Aims for a balance of multiple funding tools, with all components of the community contributing to costs

POPULATING THE FUNDING PACKAGES



Funding package	TSDCs	LIDs	Urban renewal	Fuel tax (possibly seasonal)	Targeted sales tax	GO bond	County vehicle registration fee	Local option levy	TUF	Existing sources
1. Users pay	✓	✓	✓	✓			✓		✓	✓
						✓		✓		✓
3. Resilience		✓	✓			✓	✓		✓	✓

RECOMMENDATIONS DISCUSSION
(see packet for details)

FUNDING RECOMMENDATION BREAKOUT



- What questions do you have about the recommendation and report?
- Any red flags?
- Are there any key tools we didn't consider?

BICYCLE CONNECTIVITY & LOW-STRESS NETWORK (LSN)

PERFORMANCE MEASURES: BICYCLING

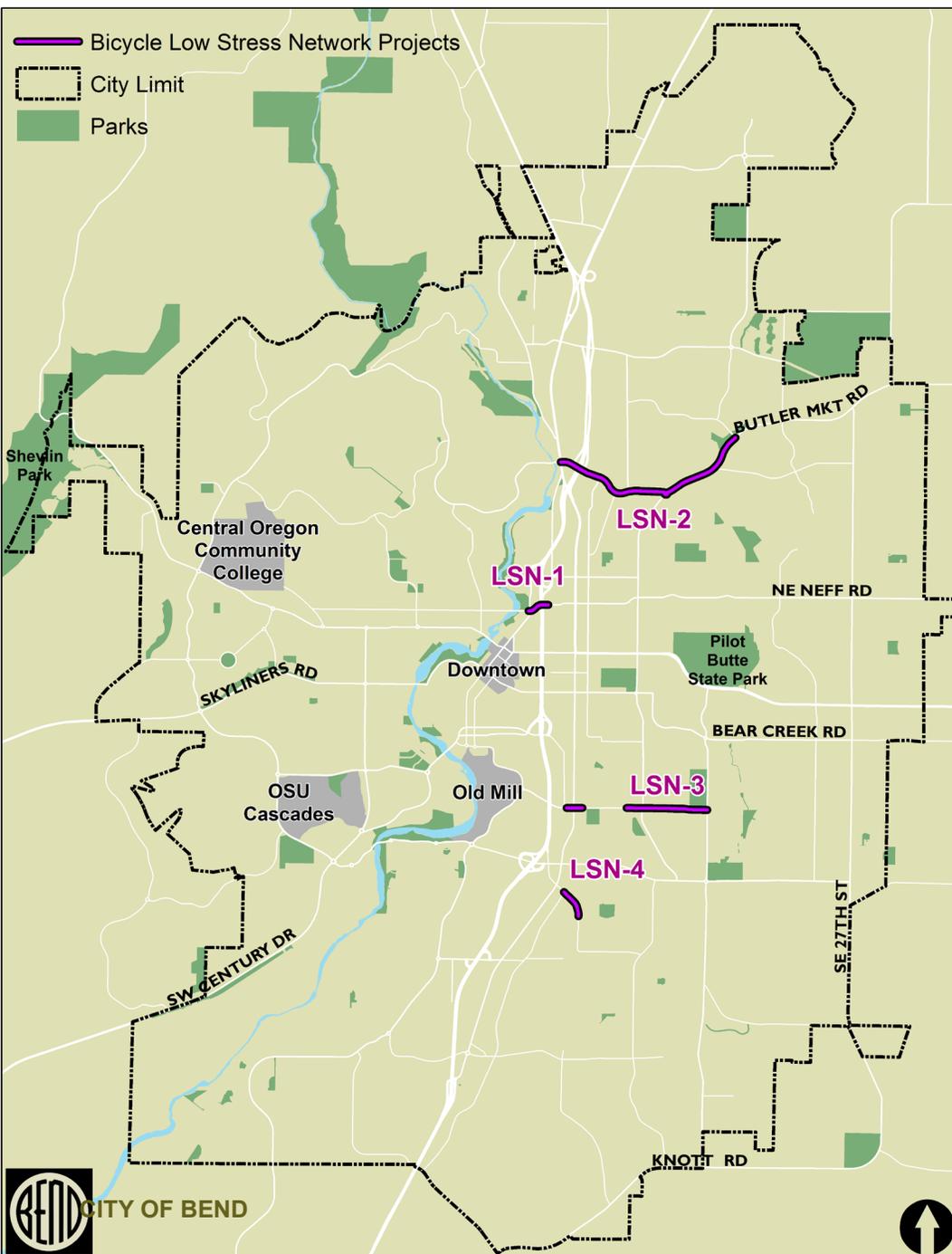


- Several performance measures are multimodal
- Bicycle network results were counterintuitive:
Significant projects were having very small impacts on connectivity
- Why? Projects weren't considering the broader system
 - ✓ What did we learn?
 - ✓ How can we address this?



BICYCLE PROJECT SUGGESTIONS

- **LSN-1:** Olney/Wall traffic signal modification and rail crossing surfacing work. This is more straightforward to build than B2 and connects to existing parts of the LSN.
- **LSN-2:** Butler Market, west of Brinson
- **LSN-3:** Wilson to railroad, with 3rd St traffic signal (note – there are two separate discontinuous sections of this project on Wilson)
- **LSN-4:** Brosterhous from Parrell to Brentwood, with canal bridge



LEVEL OF TRAFFIC STRESS



INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

LTS 4

No bike lane on a busy street



LTS 3

Narrow bike lane or shoulder on a busy street



LTS 2

Buffered bike lane on a calm street



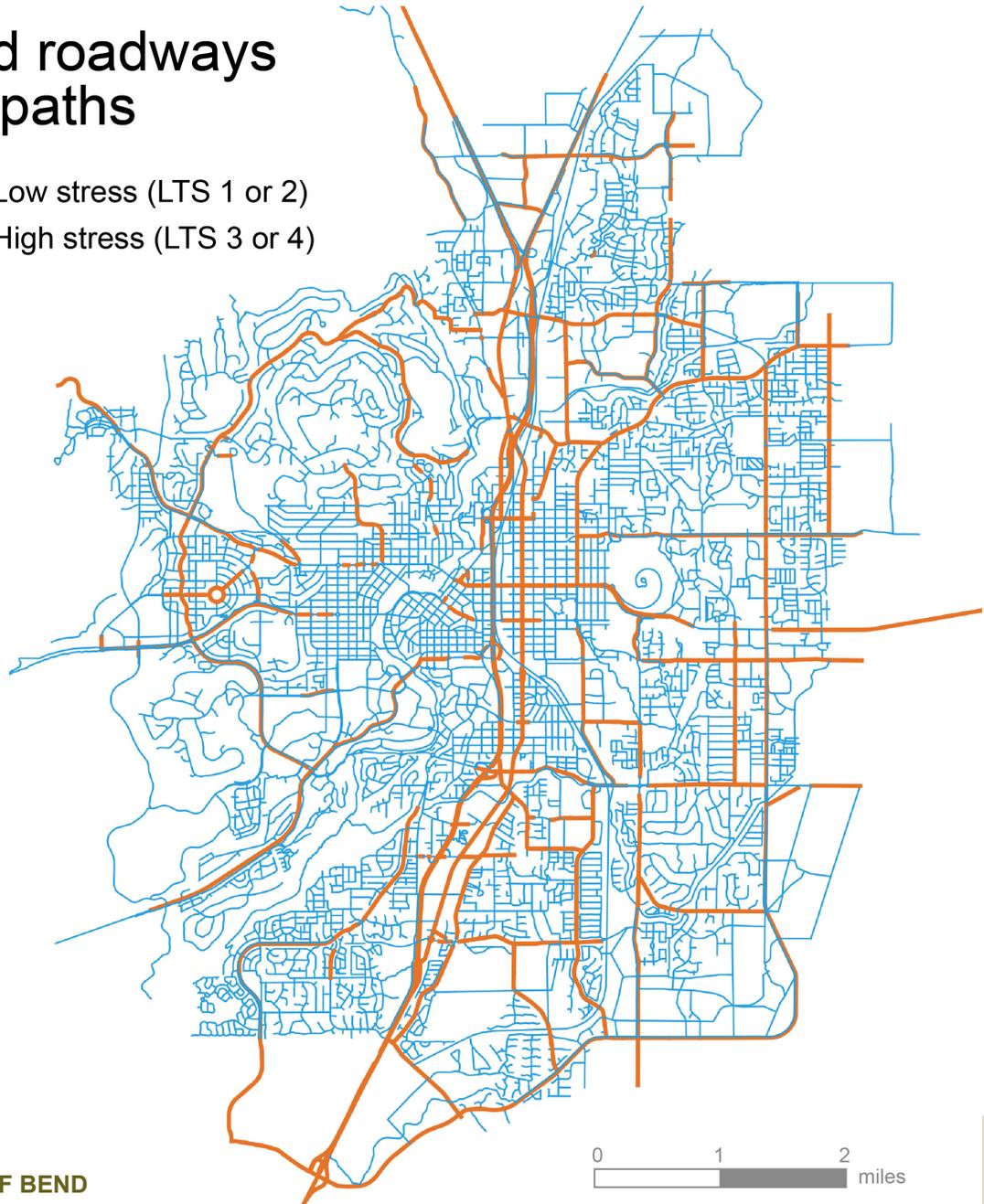
LTS 1

Separated bike lane



Bend roadways and paths

- Low stress (LTS 1 or 2)
- High stress (LTS 3 or 4)



BICYCLE LEVEL OF STRESS IN BEND



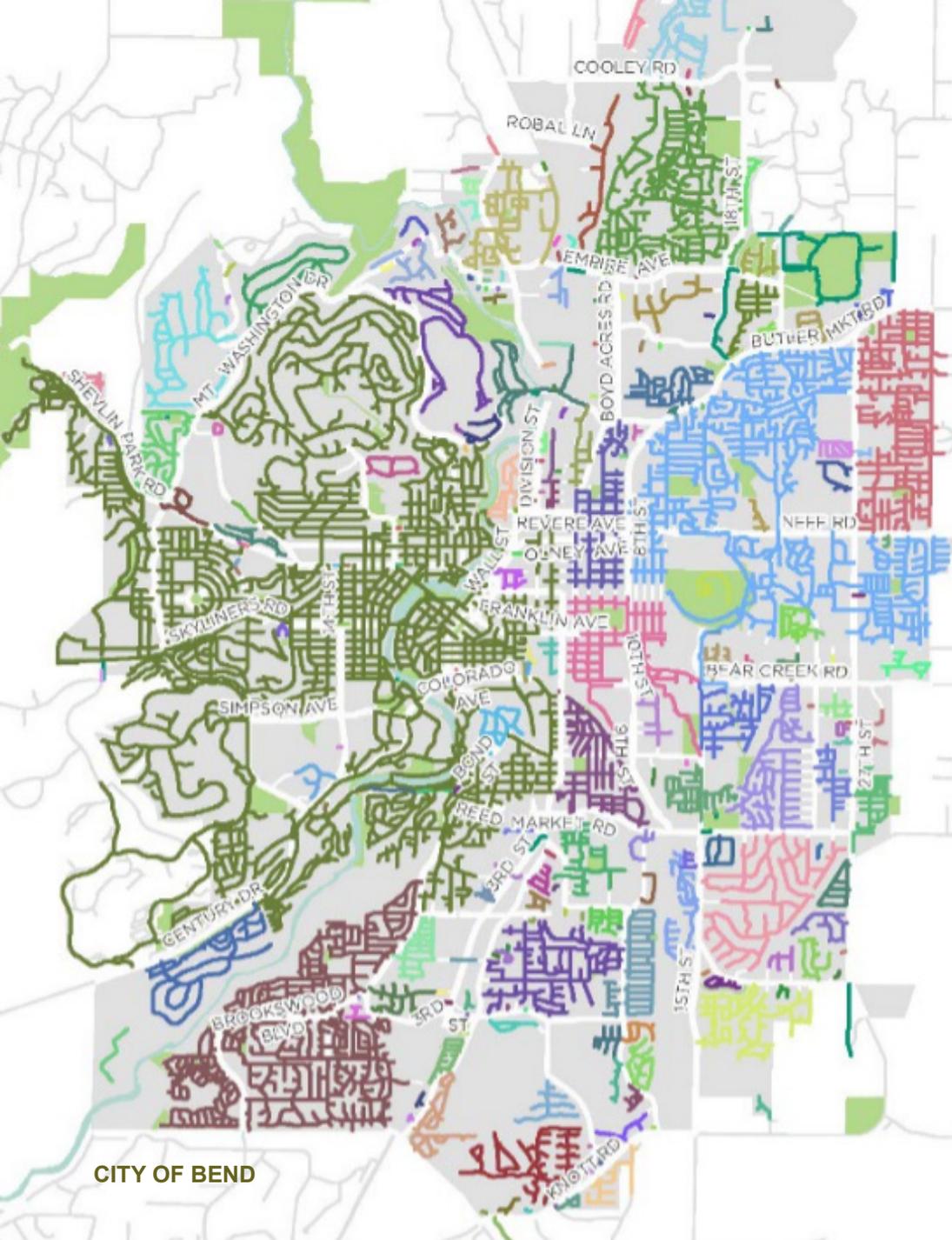
There are many high-stress roadways in Bend, especially collectors and arterials



BICYCLE CONNECTIVITY IN BEND

What we found:

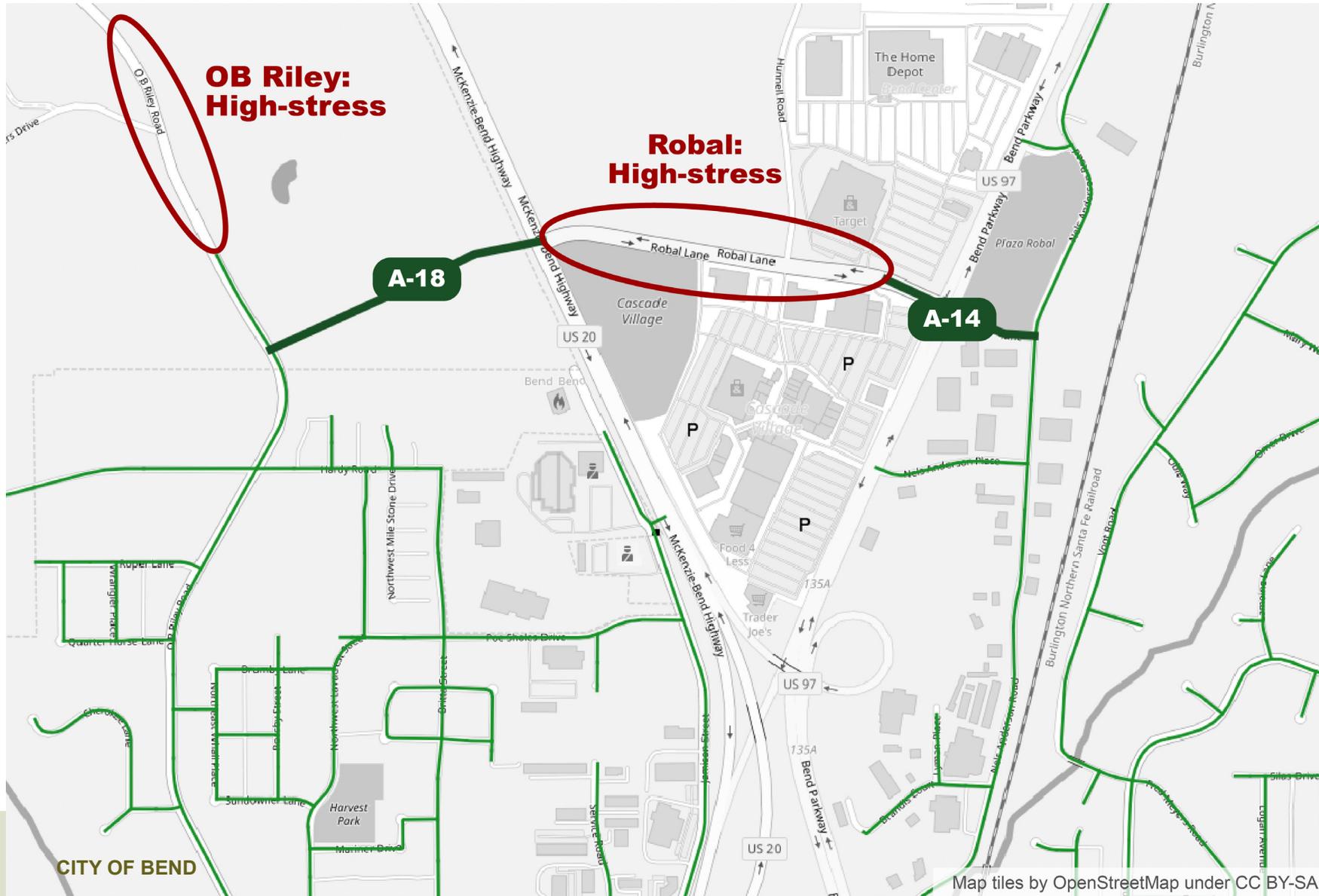
- Low-stress islands
- Separated by high stress or missing bike facilities



For more info, see:

<https://www.bendoregon.gov/home/showdocument?id=39227>

BIKE PROJECTS IN THE SCENARIOS



North Triangle
Low-stress facilities
are indicated by
green lines



Would CTAC like the project team to suggest modifications to existing scenario projects? This would be included in the scenario evaluation.

Example: A-18 would become:

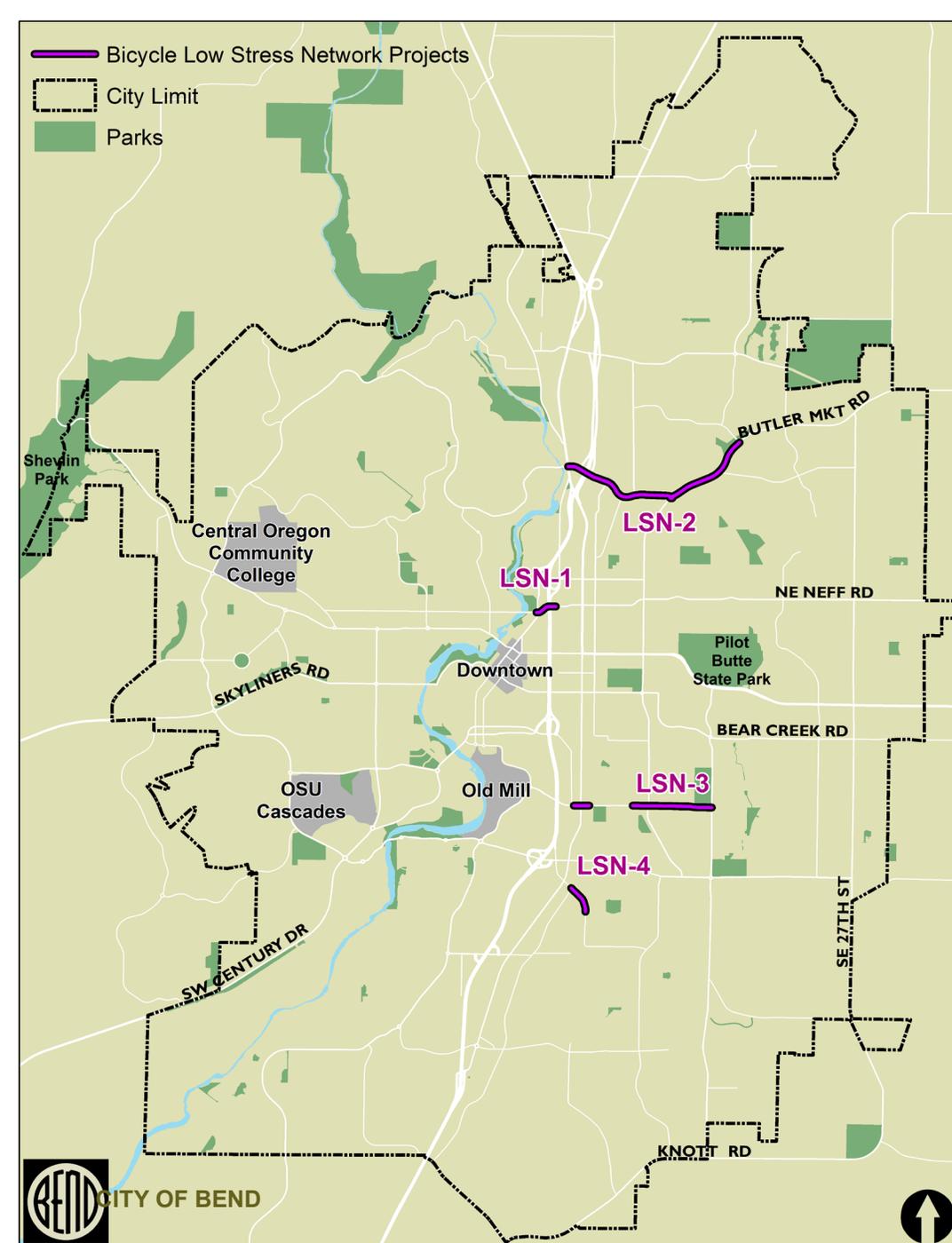
A-18 with Robal Road connection

QUESTION #2 FOR CTAC



Would CTAC like to include these 4 projects?

- **LSN-1:** Olney/Wall traffic signal modification and rail crossing surfacing work.
- **LSN-2:** Butler Market, west of Brinson
- **LSN-3:** Wilson to railroad, with 3rd St traffic signal
- **LSN-4:** Brosterhous from Parrell to Brentwood, with canal bridge



INTRODUCTION TO SCENARIO EVALUATION

WHAT TO EXPECT BEFORE DECEMBER 4TH



1. **Full evaluation report** – emailed to CTAC on November 26th

- ✓ **Summary of evaluation** – key findings

- ✓ **Recommendations:**

- Projects that appear to perform well and might be included in hybrid

- Projects that do not seem to fit in Citywide network

- Projects that should be discussed by CTAC to meet certain needs

2. **Interactive online tool** – available by November 26th

WHAT TO EXPECT ON DECEMBER 4TH



- Presentation on what we learned from evaluating the scenarios
- Group discussion and voting on recommendations (please bring a laptop or mobile device)
- Small group work and voting on possible solutions to needs
- Work toward a hybrid scenario, agreement on areas where we need more information and other outstanding issues
- Review of CTAC preliminary draft hybrid by MPO TAC (12/5)

WHAT TO EXPECT ON DECEMBER 11TH



- Presentation of a draft hybrid with some changes/refinements as identified on 12/4
- Discussion of changes/refinements
- Voting on where we agree and where we can't reach agreement
- Package to forward to Steering Committee in early January 2019:
 - ✓ Hybrid citywide framework
 - ✓ Initial Funding Assessment recommendation

PUBLIC COMMENT #2

PUBLIC COMMENT REMINDER



- Up to 10 minutes
- Divide time evenly by those who wish to comment
- Must sign in before comment period begins
- Please line up in order that you've been assigned to ensure that we move smoothly through all commenters

CLOSE AND NEXT STEPS



- December 4 and 11, 2018: Develop and refine hybrid scenario
- December 7, 2018: Brown bag on Transportation Demand Management
- Planning for neighborhood outreach in late January
- Formation of policy working groups