



MEETING AGENDA

Funding Work Group Meeting #6

MEETING DATE: Tuesday, September 17, 2019

MEETING TIME: 1:30 p.m. – 4:30 p.m.

LOCATION: Trinity Episcopal Church

Objectives

- Provide initial funding recommendations for the near-term project list and feedback on the total cost of the near-term project list to CTAC

Agenda

1. Welcome, agenda overview, where we are in the process, opportunity for public comment (20 minutes)

- a. Public comments
- b. ECONorthwest comments on public comments received, per a request from CTAC leadership.

2. Update from Funding Strategy Process (15 minutes)

This agenda item will be an overview followed by discussion.

3. Update on CTAC Recommendations (30 minutes)

This agenda item will be an overview of the projects that CTAC recommended for the near-term, including discussion.

4. BTP Funding Plan – Tools and Scenarios for Near-Term Priorities (90 minutes – 10 minute break at approximately 3 PM)

This agenda item will include a presentation on the items below, followed by discussion and direction. The goal of this agenda item is to set an initial direction on the preferred funding plan for use by CTAC in on-going project prioritization.

- a. Recommended funding tools: updated assumptions and revenue potential with project eligibility and suitability considerations
- b. Scenarios for near-term project funding

5. Public comment (10 minutes)

6. Next steps and adjourn

Agenda Item No. 1:
Minutes from FWG #5,
July 24, 2019

Minutes

Funding Work Group Meeting #5

Bend's Transportation Plan

July 24, 2019

City Hall, Council Chambers

710 NW Wall Street, Bend, Oregon



CITY OF BEND

Funding Work Group Members

Karna Gustafson, *Co-Chair*

Steve Hultberg, *Co-Chair*

Mike Riley, *Co-Chair*

Ruth Williamson, *Co-Chair (absent)*

Katy Brooks, *Member (absent)*

Nicole Mardell, *Member*

Suzanne Johannsen, *Member*

Richard Ross, *Member*

Dale Van Valkenburg, *Member*

City Staff

David Abbas, *Transportation Services Director*

Nick Arnis, *Growth Management Director*

Anne Aurand, *Communications Director*

Melissa Bradley, *Principal Budget Analyst*

Carolyn Eagan, *Economic Development Director*

Russell Grayson, *Community Services Director*

Susanna Julber, *Senior Policy Analyst*

Eric King, *City Manager*

Ian Leitheiser, *Assistant City Attorney*

Karin Morris, *Accessibility Manager*

Elizabeth Oshel, *Assistant City Attorney*

Ryan Oster, *City Engineer*

Allison Platt, *Senior Planner*

Brian Rankin, *Long Range Planning Planner*

Jon Skidmore, *Assistant City Manager*

Karen Swirsky, *Senior Planner*

Jenny Umbarger, *Administrative Support Specialist*

Dana Wilson, *EIPD Program Manager*

Mary Winters, *City Attorney*

Sharon Wojda, *Finance Director*

Consultants

Joe Dills, *Angelo Planning Group*

Lorelei Juntunen, *ECONorthwest*

Matt Kittelson, *Kittelson & Associates*

1. Welcome, approval of previous meeting minutes, and opportunity for public comment

Mr. Dills called the meeting to order at 1:04pm.

Member Riley noted the pages extracted from the Initial Funding Assessment (IFA) were omitted from the previous meeting's minutes and recommended they be added.

Member Hultberg moved to approve the minutes with the addition of the extracted pages. Member Johannsen seconded. Minutes were approved unanimously, (7-0-0).

Andrea Breault from Cascades East Transit (CET) informed the committee that the Oregon Department of Transportation (ODOT) is combining the Special Transportation Fund (STF) with the Statewide Transportation Improvement Fund (STIF).

2. Today's Goals and FWG Process Overview

Ms. Julber reviewed the goals for the meeting.

Mr. Skidmore and Mr. King reviewed the INFRA Grant award and the projects planned. Construction may begin in 2020. ODOT will manage property acquisition.

Mr. Dills reviewed the TSP Phase 3-4 Work Plan, as outlined in the presentation.

3. Context Briefing and Discussion

Ms. Juntunen reviewed Prior IFA Recommendations, as outlined in the presentation.

Mr. Arnis reviewed City Council's 2008 Capital Improvement Program (CIP) recommendations and CIP highlights, as outlined in the presentation.

Ms. Ward reviewed planning and implementation of the CIP, as outlined in the presentation.

Mr. Kittelson reviewed Funding and Phasing Framework, as outlined in the presentation. Mr. Dills indicated regional projects will be evaluated in modeling. Member Ross recommended funding sources that could be matched with federal money and used for major regional projects be flagged. Mr. Kittelson indicated there will be no weight applied to the questions that determine how projects and programs are categorized into phasing buckets. Member Riley requested safety be added to the set of questions. The phasing buckets are flexible dependent on circumstances. Member Ross recommended progress reports be required in the TSP.

4. Discuss and Confirm Revenue Assumptions

Ms. Juntunen reviewed Revenue Assumptions, as outlined in the presentation.

The committee discussed funding tools listed in Table 1. Transportation System Development Charge (TSDC) methodology will be updated once the TSP is adopted. Member Riley recommended supplemental System Development Charges (SDCs) be analyzed and identified as a separate tool. The committee agreed by consensus to move ahead with the TSDC assumption of \$91,979,000.

The committee agreed by consensus to support a \$100M GO Bond, and, if necessary based on project costs, to increase the amount to \$200M.

Member Ross recommended incentivizing Local Improvement Districts (LIDs) with public sector matches to resolve key pedestrian gaps.

The committee discussed funding tools listed in Table 2. Member Gustafson recommended adding a commercial construction excise tax as a supplemental tool.

Ms. Juntunen reviewed the discussion, as follows:

Table 1:

1. GO Bond – not to exceed \$200M
2. TSDC rate increase – go to maximum of \$10,904.00 per peak hour trip
3. No change to Urban Renewal and LIDs
4. Add supplemental SDCs to the supplemental tool list

Table 2:

1. No change to food and beverage sales tax
2. Transportation Utility Fees (TUF) – no change to rates, directed at sidewalks, safety, walking, and maintenance
3. Seasonal fuel tax – remains on the list as a future consideration
4. Vehicle registration fees – to be considered only for projects of regional significance
5. Local option levy – no changes, though it may make more sense to fund the capital deferred maintenance projects with a GO Bond
6. Add a construction excise tax on commercial and industrial permits

Near-term (1-10 years):

1. TSDC #1 increase has happened, per Council direction
2. Franchise fee increase has happened, per Council direction
3. GO Bond for capital – new and deferred maintenance
4. TUF for operations and maintenance (sales tax and / or fuel tax)
5. TSDC increase #2
6. Maybe vehicle registration fee

Mid-term (11-15 years):

1. Additional GO Bond (current expires 2032)
2. TUF
3. TSDC

5. Discussion / Direction on Draft TSP Funding and Expansion Area Policies

Mr. Grayson reviewed Transportation Analysis, as outlined in the presentation.

The committee discussed draft policies, as follows:

Policy #8:

- Member Hultberg recommended including opportunity areas and master-planned opportunity areas. He disclosed his representation of property owners in the areas being discussed.
- Member Riley recommended beginning 8b with “The extent to which”...;
- Member Riley recommended rewording 8c as follows: There is a reasonable likelihood that local, state and / or federal grants will be available to leverage the private investments and provide partnerships;

Policy #7:

- Member Gustafson recommended language be clarified that only CIP is subject to a public hearing process.

Policy #3:

- Member Riley recommended operations be included with on-going maintenance.

Policy #4:

- Member Riley recommended “polling” be replaced with “public opinion research”.

Policy #2:

- Member Ross recommended freight be included.

6. Public Comment

No public comment.

7. Next Steps and Adjourn

Meeting adjourned at 3:44pm.

The [packet](#), [related documents](#), and [presentation](#) from Funding Work Group Meeting #5 can be found on the [CTAC webpage](#).

Respectfully submitted,

Jenny Umbarger
Growth Management Department



Accessible Meeting/Alternate Format Notification

This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are available upon advance request at no cost. Please contact Jenny Umbarger no later than 24 hours in advance of the meeting at jeumbarger@bendoregon.gov, 541-323-8509, or fax 541-385-6676. Providing at least 3 days' notice prior to the event will help ensure availability.

DRAFT

Agenda Item No. 4:
BTP Funding Plan
Memorandum



Funding Work Group #6

PREPARED FOR: Funding Work Group (FWG)
PREPARED BY: Lorelei Juntunen, Becky Hewitt, and Sadie DiNatale, ECONorthwest
DATE: September 11, 2019

Introduction

The City of Bend is updating its transportation system plan (the Bend Transportation Plan, or BTP) to identify and prioritize needed transportation system investments over the next 20 years. The purpose of this memorandum is to provide a high-level overview of how proposed new funding sources might fund the capital projects, operations/maintenance projects, and programs that comprise the BTP.

The desired outcome for the FWG's September 17th meeting is to forward funding recommendations to the Citywide Transportation Advisory Committee (CTAC) and offer feedback about how CTAC's recommended near-term project list compares to the funding available in the preferred near-term funding scenario.

BTP Funding Plan Overview

The BTP will include a chapter that is the BTP Funding Plan. The Funding Plan will link project types to recommended funding sources. This allows the Funding Plan to be flexible, ensuring there is an explicit intent and plan for funding, but that the City has flexibility during implementation. The Funding Plan will describe:

- Recommended funding tools
- Revenue potential of funding tools, and what types of projects are eligible and suitable for funding from each source
- Preferred funding scenario, including linking funding sources to project categories

CTAC Project Prioritization

At CTAC #12, the Project Team introduced project "phasing buckets" to explain the prioritization of projects across the 20-year planning horizon. Phasing buckets are defined as near-term (years 1–10), mid-term (years 11–15), and long-term (years 16–20). There was also an "expansion area" project bucket that was not tied to a particular time period. CTAC reviewed an initial prioritization recommendation from the Project Team and approved the Project Team's recommended near-term project list. The CTAC-approved project list is attached to this memo. Table 1 provides a summary of capital project costs (estimated City share only) aggregated by phasing bucket. (Mid- and long-term are consolidated in Table 1 since both are beyond the horizon of the funding plan and will be addressed through a more generalized funding strategy.)

Table 1. Project Cost Summary by Phasing Bucket: CTAC-Approved Project List

	Near-Term (Years 1–10)	Mid-Term & Long-Term (Years 10–20)	Expansion Area (Development Driven)
Capital Projects	\$159,423,000	\$283,515,000	\$104,600,000
Key Routes	\$19,594,000	\$4,590,000	N/A
Total	\$179,017,000	\$288,105,000	\$104,600,000

The City and project team have continued to evaluate the project list to identify additional planned or necessary projects based on various ongoing analyses. Through this process, an additional \$47.7 million in Transportation System Development Charge (TSDC) projects¹ and \$26.5 million in urban upgrade projects have been identified and will be considered by CTAC at CTAC #13 on October 15, 2019. FWG should be aware of these costs when considering funding recommendations.

During the follow-up comment period after the August meeting, individual CTAC members have suggested moving some projects from the mid-term bucket to the near-term bucket, but this input is still under consideration by the Project Team and has not yet been vetted with the full CTAC. One suggestion from a subset of the CTAC was to advance all the Key Routes into the near-term bucket (this has not yet been approved by the full CTAC). Doing so would add \$4.59m of additional Key Route costs to the near-term, for a near-term total of \$183,607,000.

Programs are summarized separately in the attached tables. **Programs do not have cost estimates at this time but were all recommended to start in the near-term. The working recommendation is to reserve \$500,000 to \$1m per year for maintenance and to allocate any additional revenue that can be used for on-going programs among the other programs.** The Project Team is working on additional analysis of the staffing and capital costs associated with implementing each of the programs.

Funding Tools and Assumptions Update

We have updated our assumptions regarding the funding tools and their revenue potential based on input from the FWG at the last meeting and on-going refinements to revenue estimates by the Project Team. The updated assumptions are summarized in Table 2. All revenue estimates are provided in 2018 dollars for consistency with cost estimates.

¹ These projects are on the existing TSDC project list but were not included in the project lists provided to CTAC. The \$47.7m estimate of total cost is based on the most recent available cost estimates, but not all projects on that list are eligible for 100% TSDC funding. A portion of this total would need to come from other existing or new sources.

Table 2. Funding Tools, Revenue Assumptions, and Considerations to Link Sources to Projects

Funding Tool	Overall Revenue Assumptions	Near-term Revenue Assumptions	Mid- and Long-Term Revenue Assumptions	Eligibility Requirements	Suitability Considerations
General Obligation Bond (GO Bond)	Max ~\$200m per bond for political feasibility	One bond up to about \$200m may be possible, depending on Council and community support. Amount and potential projects are being determined through public opinion research.	Second bond up to about \$200m reasonable	Capital projects only	Best for projects that will resonate with voters city-wide.
Transportation SDC (TSDC)	<p>At \$8,000 per Pk Hr Trip, TSDC revenue could generate approximately \$9.1–\$12.4m per year on average over the 20-year planning period.</p> <p>With a rate increase to \$10,000 per Pk Hr Trip, TSDC revenue could generate a total of \$11.4–\$15.2m per year.</p>	<p>Assume all TSDC revenue from rate as of 1/1/2020 (\$8,000 per Pk Hr Trip) is committed to existing projects (including 5-year CIP) and debt service.</p> <p>With a rate increase, about \$2.2m–\$2.9 of additional revenue per year could be available that is not yet committed. However, a rate increase was considered less promising in the near-term by the FWG.</p>	<p>Assume about \$4.2m per year continues to be committed to debt service on existing projects and the 5-year CIP.</p> <p>Without a rate increase, about \$8.1m per year is non-committed (about \$81.6m over 10 years).²</p> <p>With a rate increase, about \$11.2m would be non-committed (about \$112.5m over 10 years).</p>	Capital projects only; projects must be growth-related (e.g. projects that increase capacity)	Best for projects where a high percentage can be funded with SDCs since non-growth portion must come from other sources. A supplemental (area-specific) TSDC could be suitable for Expansion Area projects depending on whether/how much the citywide rate is increased.

² Note that the “non-committed” portion of the revenue includes revenue needed to fund projects already on the TSDC project list. The funds are described as “non-committed” because the specific projects to be funded could change if that project list is updated.

Funding Tool	Overall Revenue Assumptions	Near-term Revenue Assumptions	Mid- and Long-Term Revenue Assumptions	Eligibility Requirements	Suitability Considerations
Urban Renewal	<p>There are two existing and potentially one new Urban Renewal areas.</p> <p>There are several projects included in the project lists for existing urban renewal areas, but the timing and amount of available funding is uncertain.</p> <p>Funding for transportation projects from the potential new urban renewal district was previously estimated at \$29m. The total amount could be higher or lower, depending on the outcomes of the Urban Renewal Plan, subsequent growth, and the City's investment decisions.</p>	<p>Parallel with CTAC's prioritization and funding work, the Core Area Urban Renewal Advisory Board (URAB) will make recommendations about whether and how much funding to allocate to transportation projects in the near-term from the potential new urban renewal district. Revenues are limited in the near-term, but some funding for catalytic transportation projects is possible.</p>	<p>URAB will make recommendations about how much funding to allocate to transportation projects in the mid- and long-term from the potential new urban renewal district, but more funding will be available in the mid- and long-term.</p>	<p>Capital projects only; projects must be located within the URA boundary, be identified in the plan, and contribute to the alleviation of blight within the URA.</p>	<p>Best for projects that make the URA more desirable for development or that alleviate conditions that were a barrier to development.</p>
Local Improvement Districts (LIDs)	<p>LIDs could fund about \$350,000 in project costs per LID. City is unlikely to establish more than 2 per year.</p>	<p>To be determined on a case-by-case basis.</p>	<p>To be determined on a case-by-case basis.</p>	<p>Capital projects only; local street infrastructure improvements that benefit specific properties in a defined area.</p>	<p>Best for projects with very localized benefits and relatively few property owners. May be appropriate for use in expansion areas and in other areas on an as-needed basis.</p>
Transportation Utility Fee (TUF)	<p>A fee rate of \$10 per household and \$2 per employee per month could generate approximately \$5.7m per year</p>	<p>Over 10 years, this fee could generate approximately \$55m</p>	<p>Over 10 years, this fee could generate approximately \$55m</p>	<p>No restrictions on use of funds</p>	<p>Fees are typically used by jurisdictions to pay for operations, maintenance, and programs rather than for capital projects because of the on-going nature of the funding.</p>

Funding Tool	Overall Revenue Assumptions	Near-term Revenue Assumptions	Mid- and Long-Term Revenue Assumptions	Eligibility Requirements	Suitability Considerations
Vehicle Registration Fee (VRF)	A \$56 per year (\$112 per biennium) ³ rate could generate approximately \$3.2–\$4.1m per year	Over the first 10 years, this fee could generate approximately \$37m.	Over 10 years, this fee could generate approximately \$37m	Roads capital, operations, and maintenance costs.	Best for projects and programs with regional/countywide benefits so that County officials and voters county-wide will see more value in implementing the fee.
Seasonal Fuel Tax	A fuel tax of 1-5 cents per gallon with fluctuating rates by season could generate approximately \$1.8m per year	This option was identified as less promising in the near-term by the FWG.	If implemented mid-term, over 10 years, this tax could generate approximately \$12m	Transportation capital, operations, and maintenance costs	Best for projects and programs that benefit those visiting or passing through Bend in addition to residents and businesses and that will resonate with voters since a vote is required.
Food and Beverage Sales Tax	A 5% prepared food and beverage sale tax could generate approximately \$10.4m per year	This option was identified as less promising in the near-term by the FWG.	If implemented mid-term, over 10 years, this tax could generate approximately \$104m	No restrictions on use of funds	Best for projects and programs that benefit tourists in addition to residents and businesses and that will resonate with voters since a vote is required.
Local Option Levy	A \$0.40 per 1,000 of AV tax rate could generate approximately \$4.2m per year	This option was identified as less promising in the near-term by the FWG.	This option was identified as a lower priority by the FWG even in the mid- and long-term	Contingent on the type of levy at approval, local option levies can be used to fund operations and maintenance or capital costs.	Best for projects/programs that will resonate with voters but do not need a steady source of on-going funding for more than 5–10 years (5 years for O&M).

³ ECONorthwest updated the vehicle registration fee revenue projection. The updated estimated revenue projection (for the City of Bend) is \$4.1m per year (or approximately \$151.5m over 20 years). The previous estimate was \$1.6m per year. The revised estimate uses the same methodology as before, but a new—higher—rate (\$56 per year or \$122 every biennium). The higher rate is allowed due to a new ORS addition (ORS 803.442). The updated rate (statutory maximum) would match the state's new VRF rate of \$112 every biennium. The previous projection was based on a \$43 biennial fee rate.

The summary above shows that the funding options are somewhat limited in the near-term for capital projects. While there may be some capacity for funding from TSDCs and Urban Renewal, it will be limited during in the near-term. A Vehicle Registration Fee, TUF, and/or fuel tax could reduce the amount that would need to be funded by a bond but would not be able to fully absorb the cost of the near-term capital projects at the rates projected above. **In short, if a bond does not cover the majority of the near-term project list, additional funding sources that the FWG identified as less promising in the near-term would be needed to fund all the projects on the near-term project list.** In the mid- to long-term, there are more funding options available if a second bond is not feasible.

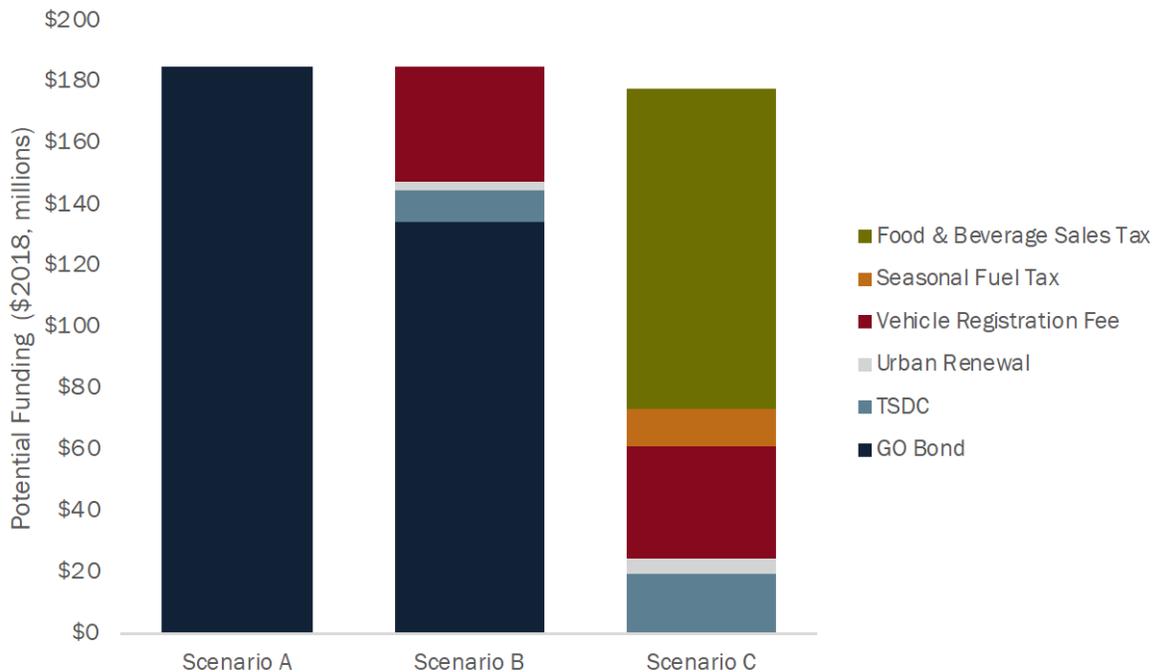
The funding scenarios laid out in Table 3, below, are intended to reflect a range of funding possibilities for capital projects depending on the outcome of the bond. **These scenarios address capital projects only; funding for operations, maintenance, and programs is also needed on an on-going basis from a flexible source.** The preferred funding source for programs based on previous FWG input is a TUF, which could generate roughly \$5.7m per year (see Table 2). Other flexible funding sources (e.g. a fuel tax or food and beverage sales tax) could be implemented to fund programs, but these were identified as less promising in the near-term. Funding for programs, operations, and maintenance needs to be implemented in addition to whichever scenario the City chooses to adopt to fund capital projects.

Table 3. Scenarios for Near-Term Capital Funding

Scenarios	Description
Scenario A	Fund all near-term capital projects with a large General Obligation Bond (\$185-200m).
Scenario B	Fund some near-term capital projects with a smaller bond (e.g. \$135-150m) and other near-term capital projects with other new tools (e.g. vehicle registration fee, a fuel tax, increase TSDCs).
Scenario C	Fund some near-term capital projects with new tools other than a bond (e.g. vehicle registration fee, a fuel tax, increase TSDCs, and/or a food and beverage sales tax); defer other capital projects to mid- and long-term.

These scenarios are illustrated graphically in Figure 1 using approximate funding amounts based on the assumptions provided in Table 2.

Figure 1. Examples of BTP Near-Term Funding Scenarios



Conclusions

- Based on the draft near-term project list approved by CTAC at their last meeting, and based on current cost estimates, it is possible to fund the full near-term list with a GO Bond while remaining within the range FWG previously identified as reasonable. (This is “Scenario A”.) The total near-term funding need is near the top of this range, but up to about \$15m in additional project costs could be accommodated without going over the \$200m threshold.
- Funding all the near-term projects is also possible with a somewhat smaller GO Bond (roughly \$135-150m) if the City implements other new funding sources, such as a vehicle registration fee, fuel tax, and/or increase to the TSDC rate. (This is “Scenario B”.)
- Without a GO Bond, the City would need to implement other tools that were identified as less promising and/or push rates higher for other sources (e.g. bigger TSDC increases, higher fuel tax rates) and still might not be able to fund the full near-term project list within the first 10 years. (This is “Scenario C”.)
- In addition to funding capital projects, the City will need to implement a TUF or another flexible funding source to fund programs (including operations and maintenance) in the near-term.
- In the mid- and long-term, some revenue is likely available for new projects from the current TSDC rates, but the City will need to raise at least another \$200-210m for projects (this figure could ultimately be higher to account for the additional TSDC and urban upgrade projects noted on page 2), which could come from a GO Bond or a combination of multiple sources listed in Table 2, including any on-going sources implemented in the near-term.
- For projects in the Expansion Areas bucket, the primary funding tools available are supplemental TSDC rates, LIDs, and developer proportionate contributions. The appropriate mix of these tools will be determined through Area Plan infrastructure funding plans.

Questions for FWG

The Project Team is seeking feedback from the FWG on the following questions:

- **Do you agree with forwarding the conclusions listed above to CTAC?**
 - Do you agree that the total estimated cost of the near-term project list is reasonable given potential funding sources, and that there is potential to increase it slightly (by roughly \$10-20m) if desired by CTAC?
- **What is the preferred scenario for the near-term funding plan?**
 - For projects with clear benefits beyond Bend city limits (e.g. Parkway improvements, which total close to \$25m for the City share in the near-term), would you support implementing another source to fund the City's share of the project costs? Vehicle registration fee, seasonal fuel tax, and food and beverage sales tax would distribute costs more broadly to those who would benefit from regional-scale improvements. All three require voter approval.
 - If yes, which of the three sources noted above (vehicle registration fee, seasonal fuel tax, or food and beverage sales tax) would you recommend as the best choice for this role?
 - Would you support increasing citywide TSDC again within the next 10 years in order to reduce the amount that would need to be funded through a GO Bond? Increasing the TSDC may have impacts on housing affordability and development feasibility, as well as the City's ability to implement supplemental TSDCs in expansion areas.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A1. Recommended Program Funding Allocation

Program IDs	Combined Program	Description	Funding Approach	Notes
T-1	Address Capital Needs backlog to maintain a state of Good Repair for New Capital Projects	City program to address capital needs backlog to maintain a state of good repair for new capital projects, including reconstruction of streets, signals, bridges, and other transportation infrastructure.	Reserved funding (Estimated at \$500k to \$1 million per year)	Program to ensure operation and maintenance funding associated with new capital projects.
C-16	TDM Program for major employers and institutions	TDM program for major employers and institutions.	To-be determined based on future FWG, CTAC, and City evaluation.	Travel demand modeling has shown TDM implementation to be an effective tool for addressing future and existing congestion by limiting demand on the transportation system.
N-7, T-4	Transportation Safety Action Plan (TSAP) implementation	Safety projects and programs as defined by the Transportation Safety Action Plan including street lighting.	To-be determined based on future FWG, CTAC, and City evaluation.	Improving transportation safety is a goal of the Bend TSP and has been continually highlighted as a priority among CTAC members. Incorporating a street lighting program into the TSAP implementation program is consistent with systemic countermeasure recommendations made by the TSAP effort.
T-2, LSN, 1TBKE	Bicycle Program	This includes implementing the bicycle Low Stress Network, Neighborhood Greenways, wayfinding, crossings, and traffic calming.	To-be determined based on future FWG, CTAC, and City evaluation.	This is a comprehensive program to facilitate bicycle travel within the city. Program would include implementation and updates to the bicycle Low Stress Network Plan.
T-3, P-1, P-2, N-8	Pedestrian Program	This includes creating of a Pedestrian Master Plan to identify and prioritize pedestrian system improvements (local, collector, arterial sidewalk infill), transit access, safe routes to schools and parks, and wayfinding.	To-be determined based on future FWG, CTAC, and City evaluation.	This is a comprehensive pedestrian program to plan for and implement pedestrian infill and enhancement projects, including the Pedestrian System Master Plan and safe routes to school program. This may include enhanced access to transit facilities in collaboration with Cascades East Transit.
T-5	Bicycle and Pedestrian facility maintenance Program	City program to improve snow and debris clearing along key pedestrian and bicycle facilities.	To-be determined based on future FWG, CTAC, and City evaluation.	Program will require coordination with partner agencies, including the Bend Parks and Recreation District, which own and maintain key elements of the walking and biking system within Bend.
C-20	Parking pricing and management in downtown Bend	Implement the 2017 Downtown Parking Plan.	To-be determined based on future FWG, CTAC, and City evaluation.	Program will be coordinated with other City of Bend parking efforts and may be consolidated within a citywide program, as appropriate.
C-19, N-6	Traffic Signal Coordination improvements along signalized corridors, including freight and transit Signal Priority	Includes US 97 (mainline and ramp terminals), 3rd Street, 27th Street, Colorado/Arizona couplet, and US 20 (3rd Street and Greenwood) corridors.	To-be determined based on future FWG, CTAC, and City evaluation.	Program will require coordination with partner agencies, especially ODOT, which maintains traffic signals within the city.
TBD	Transportation Equity Program	City program to address equity in funding and implementation of transportation projects.	To-be determined based on future FWG, CTAC, and City evaluation.	Program would fund staff and data collection to better identify and understand transportation needs and target projects/programs to improve transportation-related conditions for underserved populations. Would also implement outreach and engagement protocols to address equity issues in transportation infrastructure.

Note: Transportation Equity Program added based on existing recommended policy language

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A2a: Recommended Near-term Priorities

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
17	Yeoman Road extension from 18th Street to western terminus	Includes two lane extension and bridge to cross canal.	Complete Streets (All Modes)	\$5,000,000	\$5,000,000	Near	Improves connectivity for all users and reduces VMT. Includes a segment of Key Route 8 (coincides with Project 17 limits).
22	Purcell Boulevard extension From Full Moon Drive to Jackson Avenue	Includes two lane extension.	Complete Streets (All Modes)	\$2,288,000	\$2,288,000	Near	Reduces demand on 27 th street, improves connectivity for all users and reduces VMT, provides access to new housing development
24	O.B. Riley Road Arterial Corridor upgrade from Hardy Road south to Archie Briggs Road	Includes upgrade to three lane arterial with curb, sidewalk and bike lane improvements.	Complete Streets (All Modes)	\$6,700,000	\$6,700,000	Near	Located on LSN, supports expansion area, improves functionality, key connection to county. Includes a segment of Key Route 10 (OB Riley Empire to Archie Briggs).
1TGCI	Galveston Corridor improvements	Multi-modal transportation facility improvements from 14 th Street to Riverside Boulevard to help with pedestrian, bicycle, and vehicular connectivity in Galveston Avenue corridor. City is currently completing design effort for this project.	Complete Streets (All Modes)	\$3,900,000	\$3,900,000	Near	Stormwater deficiencies, may encourage alternative modes, improved access, improves functionally
A-4	Study for southern river crossing	Study to identify new river crossing location between Powers Road and Murphy Road, connecting Century Drive to US 97 or 3rd Street.	Complete Streets (All Modes)	\$500,000	\$500,000	Near	All river crossings are over capacity by 2028, improves connectivity of south Bend, supports opportunity areas, supports disparity of river crossing for southern residents, reduces VMT.
A-17	Aune Road extension from Bond Street to 3 rd Street	Two lane extension of Aune Road to connect 3rd Street and Bond Street. Includes intersection improvement at 3rd Street and a RAB at the intersection of Bond St and Industrial Way.	Complete Streets (All Modes)	\$13,500,000	\$13,500,000	Long	On LSN, key east-west connection for all users, serves opportunity area. Includes a segment of Key Route 7 (Aune Division to 3 rd Street).
B-8	Colorado Avenue corridor capacity improvements from Simpson Avenue to Arizona Avenue	Includes incremental approach for Colorado Avenue widening, including right-of-way acquisition and monitoring for if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability and safety. Includes intersection capacity improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way. Includes complete streets upgrade.	Complete Streets (All Modes)	\$21,000,000	\$21,000,000	Near	Improves east-west connectivity, over capacity in 2028, improves capacity at both ends of the river crossing, on LSN, improves safety, serves opportunity area.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
C-2	Newport Avenue / Greenwood Avenue corridor high-capacity transit (to be completed with C-13)	Includes HCT transit service connecting COCC to downtown to St. Charles Area. Includes improved transit connections from neighborhoods to HCT stops.	Complete Streets (All Modes)	\$1,000,000	\$1,000,000	Long	High Capacity Transit has significant impact on reducing local/regional VMT, provides service for underserved populations.
C-3	3rd Street corridor high-capacity transit (to be completed with C-13)	Includes HCT transit service connecting northern Bend (the Triangle) to southern Bend. Includes improved transit connections from neighborhoods to HCT stops.	Complete Streets (All Modes)	\$1,000,000	\$1,000,000	Long	High Capacity Transit has significant impact on reducing local/regional VMT, provides service for underserved populations.
C-9	Colorado Avenue / US 97 Northbound ramp intersection safety and capacity improvements	Includes traffic signal or roundabout.	Complete Streets (All Modes)	\$4,300,000	\$430,000	Near	Over capacity in 2040; improves ped/bike crossing opportunities, improves safety, serves opportunity area, improves functionality
C-13	Mobility Hubs (to be completed with C-2 & C-3)	Citywide implementation of mobility hubs in coordination CET and HTC routes. Assumes up to 5 hubs, including consideration for long-term location of Hawthorne Station (owned by CET) in conjunction with CET.	Complete Streets (All Modes)	\$5,000,000	\$5,000,000	Long	High Capacity Transit has significant impact on reducing local/regional VMT, provides service for underserved populations.
N-13	Portland Avenue Corridor Project from College Way to 3 rd Street including improvements at Revere Avenue Interchange and Portland Avenue/Wall Street CTAC Comment: Consider splitting into two projects that would separately address Portland Avenue and US 97/Revere Avenue interchange area.	Multi-modal transportation facility and safety improvements to help with pedestrian, bicycle, and vehicular connectivity.	Complete Streets (All Modes)	\$26,200,000	\$26,200,000	Near	Over capacity in 2040, on LSN, significantly improves to ped/bike facilities, improved access to transit. Includes a segment of Key Route 3 (Portland College Way to Wall); Includes a segment of Key Route 10 (Wall Portland to Revere).
N-24	Franklin Avenue Corridor Study	Conduct a corridor study to determine roadway and intersection improvement needs to serve all users.	Complete Streets (All Modes)	\$200,000	\$200,000	Near	Improves pedestrian safety, improves access for bike/ped, encourages alternate modes
29	US 20 southbound Roadway widening from Cooley Road to Empire Avenue	US 20 southbound widening to two lanes.	Safety	\$4,800,000	\$4,800,000	Near	Over capacity in 2028, improves safety, supports expansion areas, key regional connection.
1TCSI	Citywide safety improvements	Includes 3rd/Hawthorne, 3rd/COID Canal, 3rd/Pinebrook, Brosterhouse/Railroad bridge, and Colorado Ave/US 97 improvements.	Safety	\$1,000,000	\$1,000,000	Near	Improves safety, improves livability and access for all users, may encourage alternative modes.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
C-24	Study of at-grade railroad crossing solutions near Reed Market Road	Study the cost and feasibility of relocating the BNSF switchyards compared to a Reed Market Road overcrossing of the railroad.	Safety	\$200,000	\$200,000	Near	Improves safety at crossing, improves functionality, reduces negative social/economic impact.
TSAP-1	Pettigrew Road & Bear Creek Road long term safety improvement	Construct single lane roundabout.	Safety	\$3,700,000	\$3,700,000	Near	On LSN and Key Route 2, improves safety, encourages alternate modes. Key Route 2 (on Bear Creek) crosses Purcell at this intersection.
TSAP-2	US 97 & Powers Road - Interim Improvements	Includes enhanced pedestrian crossings and exit ramp widening ¹	Safety	\$100,000	\$100,000	Near	Improves safety, improves functionality, supports ODOT funded intersection improvements
TSAP-3a	3rd Street & Miller Avenue intersection improvements and 3rd Street modifications study (Phase 1)	Study of intersection improvements and 3rd Street modifications	Safety	\$100,000	\$100,000	Near	Improves safety, improves access, improves functionality. Specific preferred intersection improvement is not yet identified.
CAP_T27	Greenwood Undercrossing Sidewalk Widening Improvements	Widen Parkway undercrossing to include improved multimodal facilities.	Pedestrian/Bicycle	\$10,400,000	\$10,400,000	Near	Significantly improves ped/bike connectivity and safety, serves opportunity area, improves functionality
N-14	Improve Drake Park pedestrian bridge across the Deschutes River	Evaluate and repair/replace bridge to accommodate pedestrian and bicycle traffic.	Pedestrian/Bicycle	\$1,275,000	\$1,275,000	Near	On LSN, encourages active modes, improves pedestrian connectivity
N-15a	Archie Briggs Road Bridge Replacement and Trail Crossing Improvement Design (Phase 1)	Design to improve pedestrian crossing at the Deschutes River Trail Crossing of Archie Briggs Road and replace Archie Briggs Road bridge. Phase 1 would construct trail crossing.	Pedestrian/Bicycle	\$500,000	\$500,000	Near	Key motor vehicle connection in danger of failing structurally, river crossing, encourages active modes
N-17	Olney Protected Bicycle Lanes and Parkway Undercrossing	Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing.	Pedestrian/Bicycle	\$1,820,000	\$1,820,000	Near	On LSN and key routes, improves bicycle safety. Includes a segment of Key Route 3 (Olney Wall to RR).
R-6	Hawthorne Parkway Overcrossing	Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97.	Pedestrian/Bicycle	\$15,000,000	\$15,000,000	Near	On LSN and Key Route, critical east-west connection for ped/bike, improves bike/ped safety and connectivity, supports expansion/opportunity areas, supports neighborhood livability, improves equity of all users, encourages alternative modes. Includes all of Key Route 6.
R-7	3rd St at RR to Connect KorPine to 3rd St Key Route	Includes crossing improvements between RR & Wilson Avenue and RR & Franklin Avenue	Pedestrian/Bicycle	\$620,000	\$620,000	Near	On LSN and Key Route 7, improves bike/ped safety and connectivity, supports expansion/opportunity areas, supports neighborhood livability, improves equity of all users, encourages alternative modes. Includes all of Key Route 7.
8	Empire Avenue widening to five lanes near US 97 interchange and install traffic signal at SB ramp	Widen Empire to 5 lanes from US 20 to US 97 northbound ramp.	Intersection	\$2,900,000	\$1,450,000	Near	On the LSN, improves east-west connectivity, over capacity in 2040, improves safety, supports NE expansion area and surrounding economic area.

¹ Through ARTS funding is allocated for crosswalk treatments and illumination at US 97/Powers. The City is responsible for the cost of exit ramps. The cost estimate reflects the exit ramps only.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
N-25	Olney Avenue/8th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves functionality
N-26	Revere Avenue/8th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	On LSN, improves ped/bike crossing opportunities
13	US 97 North parkway extension (Phase 1: US 97 / Cooley Road area improvements)	Would construct initial phase of North Corridor Plan (project extents currently being considered by ODOT)	Parkway	\$110,000,000	\$11,000,000	Near	Improves east-west connectivity, over capacity in 2040, improves safety, supports NE expansion area and surrounding economic area. Note: City and ODOT have recent allocations of state (\$50 million) and federal (\$60 million) to advance this project.
15	Powers Road / US 97 preliminary engineering and ROW acquisition for Interchange	May include interchange or overcrossing, pending outcome of the Parkway Study.	Parkway	\$6,500,000	\$650,000	Near	Over capacity on Powers in 2028, reduces bottleneck along Parkway, improves ped/bike crossing opportunities of the Parkway, improves safety, supports opportunity area, improved functionality, key regional connection
26	US 97 northbound on ramp and southbound off ramp at Murphy Road	Construct northbound on ramp and southbound off ramp at Murphy Road.	Parkway	\$10,000,000	\$10,000,000	Near	Improves bottleneck congestion at US 97/Powers, reduces VMT.
N-1a	Reed Market Road/US 97 Interchange improvement Study	Study at Reed Market Road/US 97 interchange.	Parkway	\$500,000	\$500,000	Near	Over capacity in 2028, improves safety on key arterial, improves east-west connectivity, improves functionality.
N-28	Butler Market Interchange Frontage Road at US 20/US97	Construct frontage road from US 97 southbound off-ramp to Division Street.	Parkway	\$6,180,000	\$3,090,000	Long	Reduces congestion at US 20/Butler Market; improves connectivity for all users, improves safety, key connection to regional system. Includes a segment of Key Route 5 (coincides with limits of N-28).
X-22	CTAC suggestion: Add study to evaluate feasibility of implementing congestion pricing						
Near-Term Total				\$273,583,000	\$159,423,000		
Key Route Projects (Listed in Table A2b):					\$19,594,000		
Total					\$179,017,000		

TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue

Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.

Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.

TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A2b: Recommended Near-term Key Routes

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
ROUTE 1: Juniper Ridge to SE Elbow: Route runs north-south through the central portion of Bend connecting SE 15th Shared Use Path, 6th St Neighborhood Greenway, Boyd Acres Rd Shared Use Path			
R1-A	SE 9th St: Wilson Ave to Reed Market Rd	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway.	\$720,000
R1-B	SE 9th St: Wilson Ave to Glenwood Ave	Buffered bike lane: Re-stripe roadway to include buffered bike lanes when roadway is repaved.	\$1,000
R1-C	NE Boyd Acres Rd: Butler Market Rd to Empire Ave	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway.	\$1,250,000
R1-D	SE 15th Street: Reed Mkt Rd to 300' south of King Hezekiah	Shared use path adjacent to roadway: Convert an existing curb-tight sidewalk to a separated shared use path.	\$930,000
ROUTE 2: NW Crossing to new Affordable Housing: Route runs east-west connecting Skyliners Rd, Franklin Ave and Bear Creek Rd			
R2-A	NW Franklin Ave: Harriman Ave to RR undercrossing	Improve transition at Hill St: Project would manage the conflict between right turns and crosswalk to sidewalk under RR. Crosswalk: Create safe crossing of Franklin at Harriman.	\$1,000
R2-B	Franklin Ave Underpass: Hill St to 1st St	Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety.	\$8,500,000
R2-C	Franklin Ave: 1st St to 5th St	Buffered bike lane: Re-stripe roadway to include buffered bike lane westbound; includes crosswalks at 2nd St & 4th St and signal timing enhancements at 3rd St.	\$1,000
R2-D	Bear Creek SRTS: Larkspur Trail to Coyner Trail	Trail: Close sidewalk gap and create a connection between Coyner and Larkspur Trail.	\$560,000
R2-E	Bear Creek Rd: Cessna Ave to east UGB	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway extending to 170 new affordable housing units.	\$1,710,000
ROUTE 3: Shevlin Park to Big Sky Park: Route runs east-west connecting Shevlin Park Rd, Portland Ave, Olney Ave, and Neff Rd			
R3-A	Norton Ave: NE 6th St to NE 12th St	Neighborhood greenway: Create a low-stress bikeway on NE Norton Ave (SRTS3).	\$1,000

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
R3-B	Hillside Trail: Connects NE 12th to Neff Rd	Hillside path: Close sidewalk gap and create a switchback shared use path (SRTS); includes school zone enhancements.	\$190,000
R3-C	Neff Rd: NE 12th to Big Sky Park	Shared use path adjacent to roadway: Close sidewalk gaps and create a low-stress bikeway.	\$3,740,000
R3-D	Deschutes River Footbridge: Drake Park	Upgrade footbridge: Accessibility upgrades and widen to reduce user conflicts.	Cost captured in N-14
R3-E	Olney Avenue: Wall Street to railroad	Shared use path adjacent to roadway: close sidewalk gap over railroad and remove existing barrier to east-west bicycle connectivity and create right-turn hook crash countermeasure.	\$310,000
Route 6: Hawthorne Overcrossing: Core Area connectivity			
R6-A	Hawthorne Overcrossing Bridge: NE 1st St to NE 5th St	Grade separated overpass: Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97.	Cost Captured in R-6
Route 12: Wilson Ave: Route runs east-west connecting neighborhoods to services and transit			
R12-A	Wilson Ave: 2nd Street to SE 9th Street	Shared use path adjacent to roadway: Close sidewalk gap along Wilson Avenue and create a low-stress bikeway.	\$930,000
R12-B	Wilson Avenue: 9th to 15th Street	Shared use path adjacent to roadway: Create a low-stress bikeway to connect near SE neighborhoods to Old Mill and Deschutes River Trail.	\$750,000

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A3a: Recommended Mid-term Priorities

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
27	18th Street Arterial Corridor upgrade from Cooley Road to Butler Market Road	Includes upgrade to three lane arterial.	Complete Streets (All Modes)	\$7,800,000	\$7,800,000	Near	On LSN and key route, safety/capacity improvement, supports opportunity areas, improves functionality, parallel route to US 97. Includes a segment of Key Route 8 (18 th Egypt to Cooley) and runs parallel to Key Route 8 (Egypt to Yeoman) (include).
CAP_T59	Sisemore Street Extension	Construct street extension from Arizona avenue to Bond Street.	Complete Streets (All Modes)	\$2,400,000	\$2,400,000	Near	Improved connectivity for all users, reduces VMT, serves opportunity area, improves access
N-27	Parrell Road Urban Upgrade from China Hat Road to Brosterhous Road	Construct complete street upgrades and reconstruct roadway from China Hat Road to Brosterhous Road including a roundabout at Chase Road and Powers Road (upon completion of Chase Road extension).	Complete Streets (All Modes)	\$29,100,000	\$29,100,000	Near	On LSN and Key Route 9, improves bike/ped safety, improves access for all modes, encourages alternate modes. Includes much of Key Route 9 (Parrell China Hat to Brosterhous which coincides with complete limits of N-27)
11	O.B. Riley Road intersection safety and capacity improvement	Improvements at key intersections such as Mervin Sampels, Archie Briggs Road, Halfway Road and Glen Vista/Hardy Road.	Safety	\$1,900,000	\$1,900,000	Long	Over capacity in 2040, on LSN, improves safety along corridor, supports expansion area, improves functionality of OB Riley, regional connection to county. Includes crossing for Key Route 10 across OB Riley.
B-17	15th Street Corridor safety and capacity improvements CTAC suggestion: Move to near-term	From US 20 to Reed Market Road. Includes roundabouts at key intersections, including Wilson Avenue, Ferguson Road, and Knott Road.	Safety	\$20,500,000	\$20,500,000	Long	On LSN and Key Route 1, improves safety, serves opportunity area, improves functionality and encourages alternative modes. Includes a segment of Key Route 1 (from SE 15 th Knott to Reed Market).
N-15b	Archie Briggs Road Bridge Replacement and Trail Crossing Improvement Construction (Phase 2)	Construct pedestrian crossing improvement at the Deschutes River Trail Crossing of Archie Briggs Road and replace Archie Briggs Road bridge. Phase 2 would construct bridge replacement.	Pedestrian/Bicycle	\$6,000,000	\$6,000,000	Near	Key motor vehicle connection in danger of failing structurally, river crossing, encourages active modes
N-21	3rd Street Canal Crossing just south of 3rd Street/Brosterhous Road CTAC suggestion: Move to near-term	Construct pedestrian facilities on 3rd Street across the canal bridge.	Pedestrian/Bicycle	\$980,000	\$980,000	Long	On LSN, improves bike/ped safety, improves access for all modes, encourages alternate modes
14	US 97 / Empire Avenue northbound off ramp widening	US 97/Empire Avenue northbound off ramp widening to two lanes.	Intersection	\$1,800,000	\$180,000	Long	Reduces potential for spill-back to US 97, supports regional connectivity.
28	US 20 intersection safety and capacity improvements	From Robal Road to Old Bend-Redmond Hwy. Intersection control improvements to be determined	Intersection	\$20,000,000	\$2,000,000	Long	Over capacity in 2040, intersection control will improve ped/bike crossing opportunities, supports expansion areas, key regional connection

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
C-7	Butler Market Road intersection safety and capacity improvements CTAC suggestion: Move to near-term	From US 97 to 27th Street. Includes roundabouts or traffic signals at 4th Street, Brinson Boulevard, and Purcell Boulevard. Wells Acres Road roundabout as a separate baseline project.	Intersection	\$7,000,000	\$7,000,000	Near	Over capacity in 2028, on LSN and Key Route 5, improves safety, improves functionality. Includes a segment of Key Route 5 (Butler Market Parkway to Brinson).
CAP_T45	Revere Avenue/2 nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN, improves safety, serves opportunity area, improves functionality
CAP_T46	Revere Avenue/4th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	On LSN, improves safety, serves opportunity area, improves functionality
CAP_T48	Olney Avenue/4th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	On LSN, improves safety, serves opportunity area, improves functionality
CAP_T54	Clay Avenue/3rd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	Improves safety, serves opportunity area, improves functionality
CAP_T56	Greenwood/8th Street Intersection improvement	Improve intersection capacity.	Intersection	\$2,100,000	\$2,100,000	Long	Improves safety, serves opportunity area, improves functionality
N-5	Incremental mobility, reliability, and safety improvements to Empire Boulevard / 27th Street Corridor from Boyd Acres Road to Reed Market Road	Includes incremental approach for Empire Boulevard/27th Street widening, including right-of-way acquisition and monitoring for if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability and safety. Includes complete streets upgrade.	Intersection	\$41,800,000	\$41,800,000	Near	Over capacity in 2028, on LSN and Key Route 8, improves safety, supports expansion areas, improves functionality. Includes a segment of Key Route 8 (27 th Street/Reed Market Road to Forum).
N-16	Reed Market Road/15th Street intersection safety and capacity improvements CTAC suggestion: Move to near-term	Includes expanding the partial multi-lane roundabout to a full multi-lane roundabout.	Intersection	\$1,100,000	\$1,100,000	Near	Over capacity in 2040, on LSN (LSN crosses this intersection to connect to Key Route 1), key east-west connectivity
A-6	US 97 North parkway extension (Phase 2; next phase of Project 13)	Includes remaining improvements in the US 97 Bend North Corridor Project FEIS after construction of initial phase.	Parkway	\$200,000,000	\$20,000,000	Near	Provides congestion relief for a significant part of the Parkway. Includes ped/bike improvements to North 3rd Street. Improves access safety, supports expansion areas.
A-8	Powers Road interchange	Grade separated interchange or overcrossing of US 97 (pending Parkway Study).	Parkway	\$20,000,000	\$2,000,000	Near	Over capacity on Powers in 2028, reduces bottleneck along Parkway, improves ped/bike crossing opportunities of the Parkway, improves safety, supports opportunity area, improved functionality, key regional connection

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
N-1b	Construct Reed Market Road/US 97 Interchange improvement CTAC suggestion: Move to near-term	Construct improvement.	Parkway	\$50,000,000	\$25,000,000	Near	Over capacity in 2028, improves safety on key arterial, improves east-west connectivity, improves functionality.
N-4	US 97 operational and safety management improvements (as identified in the Parkway Study) and associated City street improvements.	Includes elements of the Parkway Study not currently defined in the project list, such as improvements to implement ramp metering or other interchange improvements.	Parkway	\$100,000,000	\$10,000,000	Near/Long	Improves safety, improves access to regional connection. This project would fund additional elements of the Parkway Plan not currently identified as a specific project.
Mid-Term Total				\$520,300,000	\$187,680,000		
Key Route Projects (Listed in Table A3b):					\$2,640,000		
Total					\$190,320,000		

TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue

Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.

Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.

TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A3b: Recommended Mid-term Key Routes

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
Route 7: 3rd St at RR to Connect KorPine to 3rd St			
R7-A	3rd St	Crosswalk: Create a safe crossing of 3rd St between BNSF RR and Wilson Ave using RRFB5 and safety islands.	\$215,000
R7-B	3rd St	Crosswalk: Create a safe crossing of 3rd St between BNSF RR and Franklin Ave using RRFB and safety islands.	\$215,000
R-7C	3rd St	3rd Street Underpass: Near Term Enhancements to sidewalk.	\$190,000
Route 8: 27th St: Route runs north-south connecting neighborhoods to services and transit			
R8-A	27th St: Hwy 20 to Reed Mkt Rd	Shared use path adjacent to road: Close sidewalk gap along 27th Street and create a low-stress bikeway.	\$2,020,000
Route 9: Route runs north-south parallel to 3rd Street			
R9-A	Parrell Rd: Murphy Rd to Brosterhous Rd	Shared use path adjacent to road: Close sidewalk gap along Parrell Rd and create a low-stress bikeway on both sides of the street.	Costs captured in N-27

CTAC suggestion: Move all Key Route projects to near-term

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A4a: Recommended Long-term Priorities

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
18	New North Frontage Road near Murphy Road	Improvements to be determined.	Complete Street (All Modes)	\$5,400,000	\$5,400,000	Long	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, improves livability for nearby residents. Includes segment of Key Route 10 (Frontage Murphy to Badger).
19	New South Frontage Road near Murphy Road	Improvements to be determined.	Complete Street (All Modes)	\$13,800,000	\$13,800,000	Near	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, improves livability for nearby residents. Includes segment of Key Route 10 (frontage Ponderosa to north of Romaine Village Way)
20	Britta Street extension (north section)	Includes two lane extension from Hardy Rad to Robal Road.	Complete Street (All Modes)	\$2,700,000	\$2,700,000	Long	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, supports expansion area, supports connectivity to school, reduces VMT, connects to regional network. Includes segment of Key Route 10 (Britta Robal to Hardy).
21	Britta Street extension (south section)	Includes two lane extension from Halfway Road to Ellie Lane.	Complete Street (All Modes)	\$1,000,000	\$1,000,000	Long	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, supports expansion area, supports connectivity to school, reduces VMT, connects to regional network. Includes a segment of Key Route 10 (Britta Halfway to Ellie).
23	Mervin Sampels Road / Sherman Road Collector Corridor upgrade	Includes upgrade to two lane collector roadway and a traffic signal at US 20 from O.B. Riley Road to Empire Boulevard.	Complete Street (All Modes)	\$6,100,000	\$6,100,000	Long	Under capacity in 2040, improves bike/ped conditions, not on LSN or key route, improved multimodal facilities, reduces business cut through supports nearby developments.
25	27th Street Arterial Corridor upgrade from Bear Creek Road to Ferguson Road	Includes upgrade to three lane arterial and intersection improvements at Ferguson Road	Complete Street (All Modes)	\$8,600,000	\$8,600,000	Long	On LSN and Key Route 8, improves intersection and multimodal safety, supports expansion areas, improved functionality, improved access to transit, improves key region route on eastside. Includes a segment of Key Route 8 (27 th Bear Creek to Ferguson).
B-29	3rd Street railroad undercrossing widening	Widen 3rd Street to 4-lanes under the railroad, including complete street design from Emerson Avenue to Miller Avenue.	Complete Street (All Modes)	\$13,700,000	\$13,700,000	Long	Over capacity in 2040, on LSN and Key Route 7, significantly improves existing bike/ped conditions, improves multimodal safety. Includes a segment of Key Route 7 (RR Underpass).
N-19	Eagle Road Functional Urban Upgrade	Classify roadway as Minor Collector from Neff Road to Butler Market Road and construct complete street upgrades.	Complete Street (All Modes)	\$14,500,000	\$14,500,000	Long	Significant ped/bike improvements, serves NE expansion area, improves functionality, reduces VMT.
TSAP-3b	3rd Street & Miller Avenue intersection improvements and 3rd Street modifications implementation (Phase 2) CTAC suggestion: Move to near-term	Construct intersection improvements and 3rd Street modifications	Safety	\$3,100,000	\$3,100,000	Near	Improves safety, improves access, improves functionality. Specific preferred intersection improvement is not yet identified.
A-3	Ponderosa Street / China Hat Road overcrossing	Vehicle, pedestrian and bicycle access over US 97 at Ponderosa Street/China Hat Road. Includes intersection improvement at Parrell Road/China Hat Road.	Intersection	\$15,000,000	\$15,000,000	Long	Reduces congestion at China Hat/US 97, adds connectivity for ped/bikes and vehicles, key east-west connection, improves pedestrian safety, supports livability and equity for multimodal users (on LSN), encourages multimodal use.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
CAP_T47	Olney Avenue/2nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 3, improves safety, serves opportunity area, improves functionality.
CAP_T49	Greenwood/2nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN, improves safety, serves opportunity area, improves functionality.
CAP_T51	Hawthorne Avenue/3rd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 6, improves safety, serves opportunity area, improves functionality.
CAP_T52	Franklin Avenue/2nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 2, improves safety, serves opportunity area, improves functionality.
CAP_T53	Franklin Avenue/4th Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 2, improves safety, serves opportunity area, improves functionality.
N-9	Century Drive/Skyline Ranch Road roundabout	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Intersection	\$3,700,000	\$3,700,000	Long	Under capacity in 2040, improves safety, improves roadway functionality. Provides critical crossing of high-speed Century Drive to access Key Route 4.
N-10	Mt. Washington Drive/Metolius Drive roundabout	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Intersection	\$3,700,000	\$3,700,000	Long	Under capacity in 2040, improves safety, improves roadway functionality.
N-30	US 20/27 th Street Intersection Improvement	Improve intersection capacity.	Intersection	\$2,100,000	\$210,000	Long	Over capacity in 2040, on LSN and Key Route 8, improves functionality, supports regional connectivity.
N-29	US 97 Frontage Road	Construct frontage road from Ponderosa Street to Baker Road.	Parkway	\$6,550,000	\$3,275,000	Long	On LSN, improves connectivity, supports regional connectivity.
Long-Term Total				\$101,000,000	\$95,835,000		
Key Route Projects (Listed in Table A4b):					\$1,950,000		
Total					\$97,785,000		

TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue

Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.

Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.

TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A4b: Recommended Long-term Key Routes

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
Route 4: West UGB to Portland Ave: Route runs north-south connecting Haul Rd Trail to 15th St Neighborhood Greenway			
SW-1	Newport Ave: NW College Way to NW 9th St	Sidewalks: Close sidewalk gap on Newport Ave and connect Newport Ave to 15th St neighborhood greenway	\$390,000
R4-A	NW 15th St: Lexington Ave to Milwaukie Ave	Hillside path: Close sidewalk gap and create a hillside switchback shared use path within the 15th St neighborhood greenway.	\$125,000
R4-B	NW 14th St: Ogden Ave to Portland Ave	Hillside path: Close sidewalk gap and create a hillside switchback shared use path within 14th St right-of-way to connect route to Portland Ave.	\$125,000
Route 5: Route runs along Butler Market Rd			
R5-A	Butler Market Rd: Brinson Blvd to NE 6th St	Shared use path adjacent to roadway: Close sidewalk gap along both sides of Butler Market Rd and create low-stress bikeway.	\$1,310,000

CTAC suggestion: Move all Key Route projects to near-term

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Table A5: Recommended Expansion Area Driven Projects

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
10	Stevens Road realignment	Includes connection to Reed Market Road and bridge to cross canal	Complete Street (All Modes)	\$4,700,000	\$4,700,000	Near	27 th Street over capacity in 2028, improves ped/bike connectivity; existing Stevens configuration on LSN, roadway alignment improves safety, supports DSL expansion area, reduces cut through, supports regional connectivity to county.
205	Hunnell Road extension	Construct a two lane collector roadway in the Triangle UGB expansion area.	Complete Street (All Modes)	\$2,400,000	\$2,400,000	Long	Improves connectivity for all users, supports expansion area, improves access, reduces VMT, connection to regional facility.
211	New Road in DSL UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$9,500,000	\$9,500,000	Long	On LSN, improves connectivity for all users, supports expansion area, improves access.
212	New Road in DSL UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$1,100,000	\$1,100,000	Long	On LSN, improves connectivity for all users, supports expansion area, improves access.
213	New Road in the Elbow UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$4,000,000	\$4,000,000	Near	On LSN and Key Route 8, supports expansion area, improves connectivity and access.
224	New Road in the Elbow UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$10,200,000	\$10,200,000	Long	Supports expansion area, improves connectivity and access.
226	New Road in the Elbow UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$7,100,000	\$7,100,000	Near	Supports expansion area, improves connectivity and access.
228	New Road in the Thumb UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$4,300,000	\$4,300,000	Near	Supports expansion area, improves connectivity and access.
229	New Road in the Thumb UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$2,500,000	\$2,500,000	Near	Supports expansion area, improves connectivity and access.
248	Loco Road extension	Construct a two lane collector.	Complete Street (All Modes)	\$5,300,000	\$5,300,000	Long	Supports expansion area, improves connectivity and access.
206a	New Road in Triangle UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$2,500,000	\$2,500,000	Long	Supports expansion area, improves connectivity and access.
207a	Yeoman Road extension from Deschutes Market Road to Hamhook Road	Construct a two lane collector.	Complete Street (All Modes)	\$10,900,000	\$10,900,000	Near	On LSN and Key Route 5, supports expansion area, improves connectivity and access, reduces VMT. Includes a segment of Key Route 5 (Yeoman (east of Deschutes to Hamhook)).
214b	New Road in the southeast UGB	Construct a two lane collector.	Complete Street (All Modes)	\$4,500,000	\$4,500,000	Near	Supports expansion area, improves connectivity and access.
215a	New Road in DSL UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$3,900,000	\$3,900,000	Long	On LSN and supports expansion area, improves connectivity and access.
N-23	Collector between US20 and Hunnell Rd	Construct new collector between US 20 and Hunnell Road. Road would be south of Cooley road and north of Robal Road.	Complete Street (All Modes)	\$4,000,000	\$4,000,000	Long	Reduces congestion at US 20/Cooley Road, serves opportunity area, improves network connectivity, connects two regional facilities (US97 & OR20).

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
N-18	Projects of Regional Significance from Subarea Planning Efforts	Subarea planning efforts will identify infrastructure needs to serve Opportunity and Expansion Areas, which are key development areas for the City. Projects that result should be added to the 2040 project list as necessary.	Safety	TBD	TBD	Long	Improves local and regional connectivity.
R1	O.B. Riley Road rural Road upgrade from Hardy Rd to Cooley Rd	Includes curb and sidewalk on east side, bike lanes both directions.	Pedestrian/Bicycle	\$2,400,000	\$2,400,000	Near	On LSN and Key Route 10, improves pedestrian safety, supports expansion area, improves functionality, regional connection to county. Includes a segment of Key Route 10 (OB Riley North UGB Limit to Robal extension).
R2	Cooley Road rural Road upgrade from O.B. Riley Road to US 20	Includes curbs, sidewalks and bike lanes both directions.	Pedestrian/Bicycle	\$1,300,000	\$1,300,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity
R3	Cooley Road rural Road upgrade from US 20 to Hunnell Road	Includes curb and sidewalk on north side, bike lanes both directions, and an intersection improvement at Cooley Road/Hunnell Road.	Pedestrian/Bicycle	\$1,100,000	\$1,100,000	Long	Under capacity in 2040, on LSN, improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity
R4	Hunnell Road rural Road upgrade from Cooley Road to Loco Road	Includes sidewalk on west side of Hunnell Road.	Pedestrian/Bicycle	\$200,000	\$200,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R5	Yeoman Road rural Road upgrade from western terminus to Deschutes Market Road	Includes curbs, sidewalks and bike lanes both directions.	Pedestrian/Bicycle	\$2,500,000	\$2,500,000	Near	On LSN and key route, improves pedestrian safety, supports expansion area, improves functionality.
R6	Deschutes Market Road rural Road upgrade from Yeoman Road to canal	Includes curb and sidewalk on east side, bike lanes both directions.	Pedestrian/Bicycle	\$500,000	\$500,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R7	Deschutes Market Road rural Road upgrade from canal to Butler Market Road	Includes curb and sidewalk on east side of Deschutes Market Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R8	Butler Market Road rural Road upgrade from Deschutes Market Road to Eagle Road	Includes curb and sidewalk on north side of Butler Market Road.	Pedestrian/Bicycle	\$300,000	\$300,000	Near	Improves pedestrian safety, supports expansion area, improves functionality.
R9	Butler Market Road rural Road upgrade from Eagle Road to Clyde Lane	Includes curbs, sidewalks and bike lanes for both directions on Butler Market Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R10	Butler Market Road rural Road upgrade from Clyde Lane to Hamby Road	Includes curb and sidewalk on north side, bike lanes for both directions on Butler Market Road.	Pedestrian/Bicycle	\$1,100,000	\$1,100,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R11	Butler Market Road rural Road upgrade from Hamby Road to Hamhook Road	Includes curbs and sidewalks on both sides of Butler Market Road.	Pedestrian/Bicycle	\$1,100,000	\$1,100,000	Long	On LSN, Improves pedestrian safety, supports expansion area, improves functionality.

Highlighted notations are notes from the CTAC 12 meeting and additional comments received in the comment period following the meeting. All notations are preliminary and subject to further CTAC review.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
R13	Stevens Road rural Road upgrade from Stevens realignment to Bend UGB boundary	Includes curbs, sidewalks and bike lanes for both directions of Stevens Road.	Pedestrian/Bicycle	\$1,900,000	\$1,900,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R14	SE 27th Street rural Road upgrade from Stevens Road to Ferguson Road	Includes curb, sidewalk, and bike lane on east side of 27 th Street.	Pedestrian/Bicycle	\$1,300,000	\$1,300,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R15	SE 27th Street rural Road upgrade from Ferguson Road to Diamondback Lane	Includes curb and sidewalk on east side, bike lanes for both directions on 27 th Street.	Pedestrian/Bicycle	\$600,000	\$600,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R16	SE 27th Street rural Road upgrade from Diamondback Lane to access road	Includes curb and sidewalk on east side of 27 th Street.	Pedestrian/Bicycle	\$100,000	\$100,000	Long	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R17	SE 27th Street rural Road upgrade from access road to Knott Road	Includes curbs and sidewalks on both sides of 27 th Street.	Pedestrian/Bicycle	\$1,300,000	\$1,300,000	Long	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R18	Knott Road rural Road upgrade from 15 th Street to Raintree Court	Includes curbs, sidewalks and bike lanes for both directions on Knott Road.	Pedestrian/Bicycle	\$500,000	\$500,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R19	Knott Road rural Road upgrade from Raintree Court to SE 27 th Street	Includes curbs, sidewalks and bike lanes for both directions on Knott Road.	Pedestrian/Bicycle	\$5,500,000	\$5,500,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R21	Knott Road rural Road upgrade south of China Hat Road	Includes curb and sidewalk on north side of Knott Road.	Pedestrian/Bicycle	\$300,000	\$300,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R23	Clausen Drive rural Road upgrade from Loco Road to northern terminus	Includes sidewalk on west side of Clausen Drive.	Pedestrian/Bicycle	\$200,000	\$200,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R24	China Hat Road rural Road upgrade north of Knott Road	Includes sidewalks on both sides of China Hat Road.	Pedestrian/Bicycle	\$200,000	\$200,000	Long	On LSN, improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity.
R25	China Hat Road canal bridge widening	Widen bridge to include sidewalk on both sides of China Hat Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Long	Improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity.
R26	Deschutes Market Road canal bridge widening	Widen bridge to include sidewalk on west side of Deschutes Market Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Long	Improves multimodal facilities.
N-22	Cooley Road/Hunnell Road Intersection Improvement	Add intersection improvement at Cooley/Hunnell to Cooley Road.	Intersection	\$3,700,000	\$3,700,000	Long	Under capacity 2040, improves ped/bike crossing conditions, on LSN, improves functionality.
Expansion Area Driven Total				\$104,600,000	\$104,600,000		

TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue

Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.

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TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.