

## RESOLUTION NO. 3218

### A RESOLUTION DECLARING COUNCIL'S COMMITMENT TO THE COMMUNITY TO ALLOCATE POTENTIAL GENERAL OBLIGATION BOND REVENUES TOWARD A PROJECT LIST AND DECLARING ITS INTENT TO CREATE A BOND OVERSIGHT COMMITTEE OF COMMUNITY MEMBERS

#### FINDINGS

- A. The Bend City Council is asking Bend voters to consider authorizing general obligation bonds at the November 3, 2020 election for construction of citywide traffic flow, neighborhood safety and east-west connection improvement projects, as set forth in the ballot measure adopted by a Resolution of Council on August 19, 2020 (the "November 2020 Ballot Measure").
- B. Formed by the City Council as a community advisory committee intended to provide policy recommendations to council on transportation related policies and funding strategies, the Citywide Transportation Advisory Committee (CTAC) met regularly, beginning in February 2018, to update the City's Transportation System Plan and evaluate current and anticipated community transportation needs. This included automobile, freight, bicycle, pedestrian, and transit improvements.
- C. CTAC identified needed capital transportation projects, and suggested funding mechanisms, including general obligation bonds. The City's share of current property taxes, state revenues, and other existing sources do not provide enough revenue to construct all the priority identified transportation projects.
- D. In addition to the work by CTAC, traffic flow, congestion and neighborhood safety have repeatedly scored as the top concerns among Bend residents on community surveys. Respondents indicated the strongest support for: (1) transportation improvements to build better east-west connections that will reduce drivers' time behind the wheel and improve Bend's livability, (2) safe access to schools, parks and jobs, and (3) neighborhood safety improvements.
- E. CTAC initially identified almost \$800 million worth of capital projects needed to address existing deficiencies and accommodate additional growth through the 2040 planning period. From this and two statistically valid phone surveys in May and December 2019, focus groups, and online surveys, the following priorities emerged:
- Removing east-west bottlenecks and improving traffic flow.
  - Addressing congestion on main streets and reducing cut-through traffic on neighborhood streets.
  - Safety improvements on key routes to schools, parks and jobs, including sidewalks, pedestrian crossings and bicycle routes.

F. Out of this information and the CTAC work, the City Council developed a list of priority projects for construction over approximately the next ten years. Council then provided direction to proceed with asking voters to consider authorizing general obligation bonds for capital transportation improvements that total \$190,000,000. Bonds will be issued in phases over time to build improvements over a period of approximately ten to twelve years.

G. As further set forth in the November 2020 Ballot Measure, the bonds will fund transportation projects to address traffic flow, east-west connections and neighborhood safety improvements, and as a match to leverage other agencies' transportation projects. The projects will support the local economy with ongoing infrastructure investments.

H. Road and intersection projects will be constructed as "complete streets" that will include bicycle improvements, sidewalks, vehicle lanes, or enhanced traffic signal timing.

I. If the voters approve the November 2020 Ballot Measure, the City Council will allocate the \$190,000,000 to projects authorized by the November 2020 Ballot Measure, which are identified in more detail on the bond project interactive map posted on the City's website at [www.bendoregon.gov/safe-travel](http://www.bendoregon.gov/safe-travel) (project list). The following are the major themes for improving Bend's transportation system citywide:

- East-West Connections: Improvements to major corridors such as Reed Market Road, Butler Market Ave, Wilson Ave, Portland Ave, and mid-town crossings connecting Bend's core area to downtown. Although corridors will be designed differently, safety for all modes of travel will always be considered.
- Intersection Improvements: Includes safety and capacity investments for all modes of travel at 20 major intersections on 3<sup>rd</sup> Street, 4<sup>th</sup> Street, Olney Ave, Revere Ave, Wilson Ave, Greenwood Ave, Franklin Ave, Bond Street, Simpson Ave, Colorado Ave, and other locations that have been identified as high crash and unsafe intersections.
- 12 Key Bicycle and Pedestrian Routes: Connecting east-west and north-south through a connected system. An approximate \$20,000,000 investment in safe walking and biking routes that link people to schools, parks, and jobs citywide. The key routes emphasize north-south and east-west connections.
- Support for Transit: \$8,000,000 to leverage Cascade East Transit's investment in capital system improvements, and for mobility hubs or other roadway/infrastructure improvements for high capacity transit along major corridors.
- US 97/Parkway On/Off Ramp Improvements: Approximately \$17,600,000 to leverage Oregon Department of Transportation (ODOT) funding for 97/Parkway construction or redesign of interchange improvements that

increase functionality and safety at Empire Ave, Butler Market Ave, Colorado Ave, Reed Market Road, Powers Road, and Murphy Road.

- Citywide Safety Improvements: \$6,000,000 to invest in neighborhood safety improvement projects that include sidewalk improvements, safe crossings, and safe routes to schools.
- Intelligent Transportation Systems investments: \$5,000,000 for advanced technological improvements at intersections to improve traffic flow and safety.

J. It is Council's intent that additional projects will only be added to the project list if these existing projects are completed and there are still funds remaining. Additional projects could be added because the listed projects come in under budget due to cost savings or efficiencies, or are otherwise fully or partially constructed through private development projects, other agencies/entities' projects, other funding sources (such as urban renewal), or by federal or state grant funding. Any additional projects must be consistent with the language in the November 2020 Ballot Measure.

K. An almost identical resolution was adopted by Council on February 5, 2020 by unanimous vote, when Council voted to refer the transportation ballot measure to the voters at the May 2020 election (Resolution 3190). On March 18, 2020, Council voted to withdraw the ballot measure due to the economic impacts and uncertainty of COVID-19. The resolution directed city staff to monitor the economic impacts of COVID-19 to determine whether to refer the general obligation bond measure to voters at a later date.

Based on these findings, the City of Bend resolves as follows:

1. Resolution 3191 approved by Council on February 5 2020, is repealed and replaced with this Resolution.
2. The City Council, by this official action, declares its commitment to the Bend community regarding the permissible purposes for which general obligation bond proceeds may be expended, and the process that will be followed in determining and prioritizing those expenditures.
3. If the voters approve the November 2020 General Obligation Bonds for construction of traffic flow, safety and congestion improvements, the City will begin coordination, design, and engineering activities as soon as possible for identified projects authorized by the November 2020 Ballot Measure and identified in more detail on the bond project interactive map posted on the City's website at [www.bendoregon.gov/safe-travel](http://www.bendoregon.gov/safe-travel). *Provided that* in light of the economic uncertainty due to the COVID-19 pandemic, the debt will be structured so that it will not increase property taxes prior to 2022. Additionally, based on the local economic conditions, the Oversight Committee can recommend that the City slow down spending to limit the impact on property taxes, which could delay beginning work to avoid incurring financial obligations that would result in property tax increases.

4. The proceeds from the \$190,000,000 in bonds will be used for transportation capital projects authorized by the November 2020 Ballot Measure and identified in more detail on the bond project interactive map posted on the City's website at [www.bendoregon.gov/safe-travel](http://www.bendoregon.gov/safe-travel). The projects may be updated by the Council with additional projects that are consistent with the language and intent of the November 2020 Ballot Measure and taking into consideration the priorities in Finding E above. Additional projects may only be added if the listed projects are otherwise partially or fully funded or completed by other public agencies'/entities' projects, private development projects, other funds (such as urban renewal), federal or state grant funding, or if the listed projects are completed due to efficiencies or cost savings, making additional monies available. Any additional projects must be consistent with the language in the November 2020 Ballot Measure.

5. Within 120 days of voter approval, the City will form a Transportation Bond Oversight Committee as an Advisory Board to the City Council, made up of community members (Oversight Committee). The Oversight Committee will be formed pursuant to Chapter 1.20 of the Bend Municipal Code as follows:

- a. The Oversight Committee will have an oversight and advisory role, provide input to and from the public for transparency and accountability, help staff with implementation of projects, and make recommendations to the City Council, as further set forth in the Council Resolution forming the Committee.
- b. The Oversight Committee is expected to include approximately 7-11 members (and may include additional ex officio members) of interested people of diverse backgrounds. The City may include members of its permanent or advisory committees to facilitate connectivity between the various City volunteer groups. The Council may also identify areas of desirable expertise or background. The goal is for the Oversight Committee to be representative of and accessible to the entire community, with a focus on inclusion, seeking persons with diverse perspectives, and including person(s) from historically underserved areas with respect to transportation. There will be two designated liaison council members.
- c. The Oversight Committee will review progress reports and benchmarks (cost of projects, type of projects, future planning for projects, which will form the Capital Improvement Project (CIP) lists), and the benefits of projects with identified performance metrics. Suggestions for metrics could cover the following themes: alignment with council goals, crash reductions and other measures of safety, equity, synergy opportunities with other projects (utilities/streets/private development) and other partner agencies (such as the Park and School Districts, and ODOT), travel time reliability improvements, construction fatigue of areas of town, and other identified metrics.
- d. It is expected that the Oversight Committee will review and make recommendations related to proposed schedule sequencing of projects for the life of the projects, and any changes or adjustments in project scheduling

or sequencing, as further defined in the Council Resolution forming the Committee.

- e. The Oversight Committee will not have the authority to change the projects. However, if additional funds become available as set forth in Section 3 above, the Committee may make recommendations for additional projects to future Council(s) consistent with the November 2020 Ballot Measure language.
- f. At this time, Council intends that the Committee meet at least quarterly. Additional meetings may be scheduled at the discretion of the Mayor.

6. If the November 2020 Ballot Measure passes, the City intends to create a "report card"—i.e., a timeline and process for reporting to the community and to the Committee on progress, schedule and project selection. In addition, the report card of progress should be communicated to the community through other means (such as the City website) which will be further developed in a communications plan.

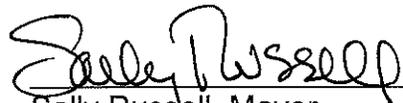
7. To fully fund listed projects that require additional or joint funding, the City will continue to identify and pursue funding from other sources such as state and federal grants and through working with partner agencies such as ODOT.

8. The Council recognizes that it has limited power to bind future Councils. However, because of the importance of voter involvement and oversight of the expenditure of bond proceeds, and to build trust with voters, the Council intends that the Committee continue until all projects funded by the bond proceeds authorized by the November 2020 Ballot Measure are completed. Accordingly, the Council urges future Councils and future Council members to carry out the intent of this Resolution for the benefit of the Bend community.

Adopted by a vote of the Bend City Council on August 19, 2020.

YES: Sally Russell, Mayor  
Barb Campbell  
Bill Moseley  
Justin Livingston  
Gena Goodman-Campbell  
Chris Piper

NO: none

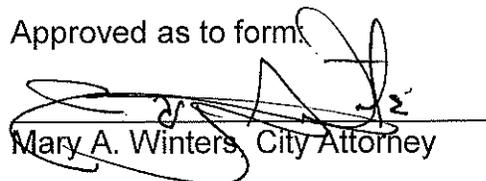
  
\_\_\_\_\_  
Sally Russell, Mayor

Attest:



\_\_\_\_\_  
Robyn Christie, City Recorder

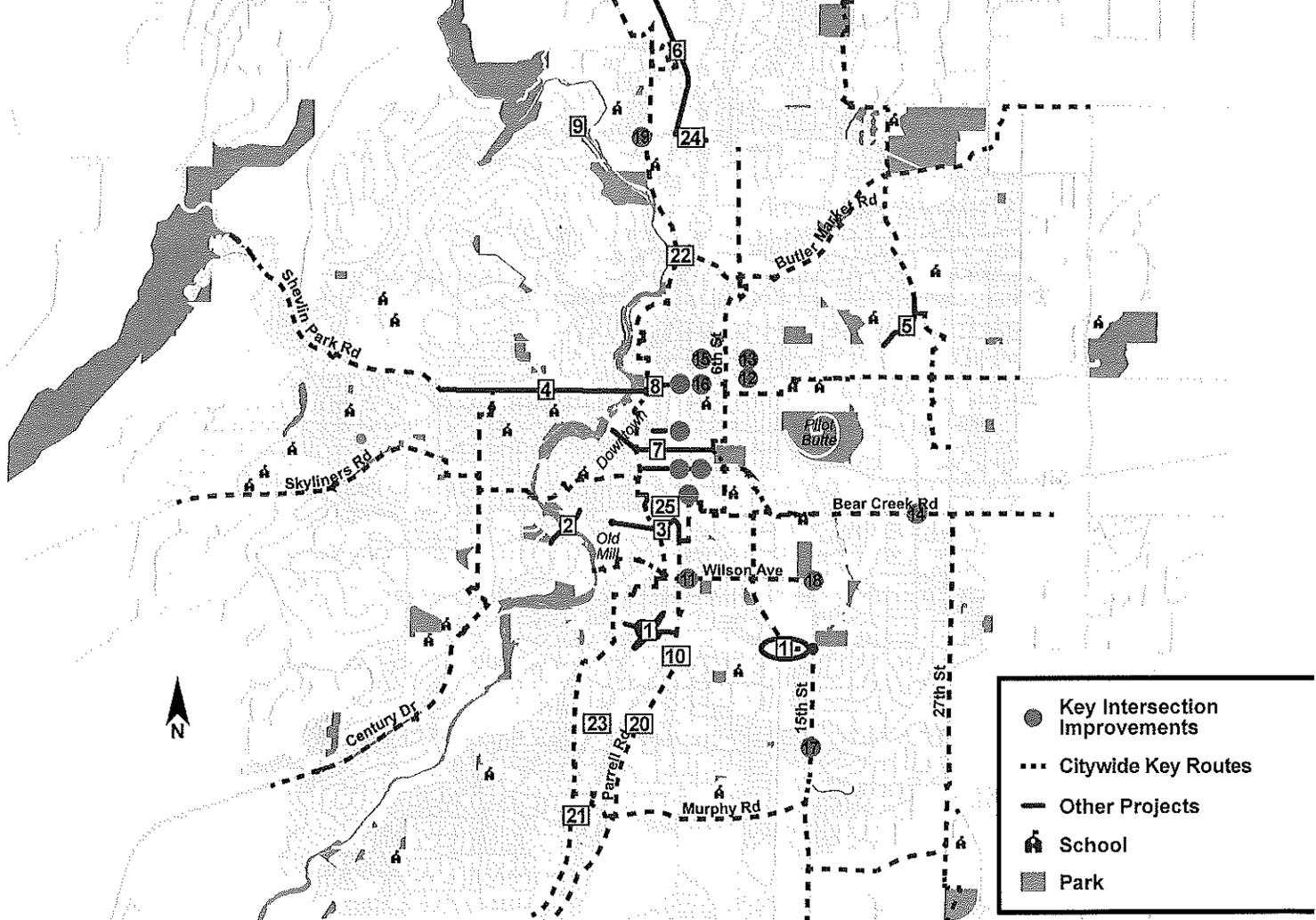
Approved as to form:



\_\_\_\_\_  
Mary A. Winters, City Attorney

# SAFE TRAVEL AND TRAFFIC IMPROVEMENTS

## Bond Projects, May 2020



### EAST-WEST CONNECTIONS

- 1 - Reed Market (overcrossing, US 97 interchange & 15th roundabout)
- 2 - Colorado capacity improvements
- 3 - Aune extension
- 4 - Portland corridor improvements

### NORTH-SOUTH CONNECTIONS

- 5 - Purcell extension
- 6 - US 20 southbound widening

### BIKE & PEDESTRIAN SAFETY IMPROVEMENTS

- 12 Citywide key routes
- Key intersection improvements
- 7 - Midtown pedestrian and bicycle crossings
- 8 - Olney protected bicycle lanes and parkway undercrossing
- 9 - Archie Briggs trail crossing improvement
- 10 - 3rd canal crossing south of 3rd / Brosterhouse

### INTERSECTION IMPROVEMENTS

- 11 - 3rd / Wilson
- 12 - Olney / 8th
- 13 - Revere / 8th
- 14 - Pettigrew / Bear Creek
- 15 - Revere / 4th
- 16 - Olney / 4th
- 17 - Ferguson / 15th
- 18 - Wilson / 15th
- 19 - O.B. Riley / Empire
- 20 - Chase / Powers / Parrell

### PARKWAY CONNECTIONS IN PARTNERSHIP WITH OREGON DEPARTMENT OF TRANSPORTATION

- 21 - US 97 northbound on-ramp and southbound off-ramp at Murphy
- 22 - Butler Market interchange at US 20/US 97
- 23 - Powers / US 97 interchange
- 24 - Empire / US 97 interchange
- 25 - Colorado / US 97 northbound ramp interchange

### CITYWIDE

- Local Residential Safety Improvement Program
- Funding for capital projects that enhance access to transit
- Intelligent Transportation Systems

\*Numbering is for map reference only.

**For more information and an interactive map, visit [bendoregon.gov/safe-travel](http://bendoregon.gov/safe-travel).**

# Safe Travel and Traffic Improvements: Bond Projects Details

February 6, 2020

## EAST-WEST CONNECTIONS

- 1 - Reed Market Rd (overcrossing, US 97 interchange and 15th roundabout) *Cost Estimate: \$36,500,000*  
Three-phase project to leverage ODOT interchange improvement, construct 2 lane roundabout at Reed/15th, and overcrossing over railroad. Combines with programmed projects to improve 3rd/ Reed, and Bond/Reed Roundabout to improve traffic flow, connectivity, safety, and capacity for whole corridor.
- 2 - Colorado Ave capacity improvements (from Simpson to Arizona) *Cost Estimate: \$7,000,000*  
Includes incremental approach for Colorado Avenue widening, including right-of-way acquisition and monitoring for if/when widening is appropriate, including intersection capacity and safety improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way, and complete streets upgrade.
- 3 - Aune Rd extension (from Bond to 3rd) *Cost Estimate: \$13,000,000*  
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. Includes 3rd and Miller intersection improvements and 3rd Street modification study and implementation.
- 4 - Portland Ave corridor improvements (from College Way to Deschutes River) *Cost Estimate: \$3,500,000*  
Multi-modal transportation facility and safety improvements to help with pedestrian, bicycle, and vehicular connectivity, including two intersection improvements.

## NORTH-SOUTH CONNECTIONS

- 5 - Purcell Blvd extension (from Full Moon to Jackson) *Cost Estimate: \$2,288,000*  
Two-lane complete street extension to help N/S Connectivity.
- 6 - US 20 southbound widening (from Cooley to Empire) *Cost Estimate: \$4,800,000*  
US 20 southbound widening to two lanes leverages ODOT project.

## BIKE AND PEDESTRIAN SAFETY IMPROVEMENTS

- 12 Citywide key routes *Cost Estimate: \$19,839,000*  
Construct key east/west and north/south routes for safe travel on a connected system for pedestrians and bicyclists. Improvements may include projects that leverage existing bike/ped system and fill gaps, provide off street and on-street paths and sidewalks, provide protected and/or buffered bike lanes, connect to existing or future Bend Park and Recreation District off street paths, and provide sidewalk infill on major corridors.
- Key intersection improvements *Cost Estimate: \$1,050,000*  
Addresses bike and pedestrian safety and improvement at key intersections identified in Transportation Safety Action Plan (Olney, Greenwood, Franklin and 2nd Street; Franklin and 2nd and 4, and Clay and 3rd Street).
- 7 - Midtown pedestrian and bicycle crossings *Cost Estimate: \$12,000,000*  
Midtown crossing projects including the Greenwood undercrossing, Franklin undercrossing, and Hawthorne crossing. Includes study to identify the timing, feasibility, and needs for each project.
  - 8 - Olney protected bicycle lanes and parkway undercrossing *Cost Estimate: \$1,820,000*  
Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing.
  - 9 - Archie Briggs trail crossing improvement *Cost Estimate: \$500,000*  
Design to improve pedestrian crossing at the Deschutes River Trail Crossing of Archie Briggs Road.
  - 10 - 3rd canal crossing south of 3rd / Brosterhaus *Cost Estimate: \$980,000*  
Construct pedestrian facilities on 3rd Street across the canal bridge.

## INTERSECTION IMPROVEMENTS (roundabout or signal to improve safety and intersection traffic flow)

- |   |   |
|---|---|
| 11 - 3rd / Wilson <i>Cost Estimate: \$5,000,000</i>           | 17 - Ferguson / 15th <i>Cost Estimate: \$3,500,000</i>                                      |
| 12 - Olney / 8th <i>Cost Estimate: \$3,500,000</i>            | 18 - Wilson / 15th <i>Cost Estimate: \$3,500,000</i>  |
| 13 - Revere / 8th <i>Cost Estimate: \$3,500,000</i>           | 19 - O.B. Riley / Empire <i>Cost Estimate: \$3,500,000</i>                                  |
| 14 - Pettigrew / Bear Creek <i>Cost Estimate: \$3,500,000</i> | 20 - Chase / Powers / Parrell <i>Cost Estimate: \$5,000,000</i>                             |
| 15 - Revere / 4th <i>Cost Estimate: \$3,500,000</i>           | Linking planned Chase Road extension from Brosterhaus Road, providing east-west connection. |
| 16 - Olney / 4th <i>Cost Estimate: \$3,500,000</i>            |   |

## PARKWAY CONNECTIONS

- 21 - US 97 northbound on-ramp and southbound off-ramp at Murphy *Cost Estimate: \$10,000,000*  
Construct northbound on ramp and southbound off ramp at Murphy Road improving traffic flow and east/west connectivity at south end of town.
- 22 - Butler Market interchange at US 20/US 97 *Cost Estimate: \$3,090,000*  
Leverages ODOT project to construct frontage road from US 97 southbound off-ramp to Division Street.
- 23 - Powers / US 97 *Cost Estimate: \$2,650,000*  
Leverages ODOT project to include interchange or overcrossing pending outcome of the Parkway Study.
- 24 - Empire / US 97 *Cost Estimate: \$1,450,000*  
Leverages ODOT project to widen Empire to 5 lanes from US 20 to US 97 northbound ramp.
- 25 - Colorado / US 97 northbound ramp *Cost Estimate: \$430,000*  
Includes signal or roundabout to leverage ODOT project and improve traffic flow and safety.

## CITYWIDE

**Local Residential Safety Improvement Program** *Cost Estimate: \$8,000,000*  
Provides funding for capital projects (infill sidewalk construction, lighting, safe routes to schools) to improve safety projects in neighborhoods near schools and parks. Builds on city's current Neighborhood Street Safety Program success.

**Funding for capital projects that enhance access to transit.** *Cost Estimate: \$8,000,000*

Leverages Cascade East Transit funding for capital projects like mobility hubs, shelters, and bus pull outs.

**Intelligent Transportation Systems** *Cost Estimate: \$5,000,000*

Capital projects that support regional Intelligent Transportation System plan, for use of technology for transportation and traffic management systems to improve safety, efficiency, and sustainability of transportation networks.

*Cost estimates are considered Class 5, concept or feasibility level. Totals do not include 6-7% for bond issuance, staffing, and administrative costs.*



**Accommodation Information for People with Disabilities**

To obtain this information in an alternate format such as Braille, large print or electronic formats please contact Susanna Julber at: [sjulber@bendoregon.gov](mailto:sjulber@bendoregon.gov), (541) 693-2732. Relay Users Dial 7-1-1

