

From: [Peter McCaffrey](#)
To: [Sarah Hutson](#); [Cyrus Mooney](#)
Cc: [Beau Eastes](#)
Subject: BEDAB / Phase 2 Transportation Fee
Date: Friday, February 28, 2025 12:41:55 PM
Attachments: [image001.png](#)

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Hey Cyrus,

Thanks again for organizing that meeting yesterday. It was super helpful.

We'd like to submit the following for public comment.

First and foremost, we understand and support the city's need to raise funds to maintain our aging and ever-evolving transportation system. Well-maintained roads/sidewalks/trails affect the quality of life of everyone in Bend.

We'd like to voice our support for projects like the Old Mill District - where businesses and separate buildings are intricately connected – to be looked at as a singular entity for Phase II of the Transportation Fee.

We also agree with city staff that projects with private roads should still be assessed as they'll receive benefits of the Transportation Fee, specifically when those public roads deliver people to those private projects.

That being said, we think an equitable and thoughtful Phase II of the Transportation Plan should include some kind of credit for private projects that contribute meaningful elements and dollars to the city's Transportation System Plan.

Specifically, we believe our repairs and maintenance of Columbia Street, the Columbia Street Bridge, the pedestrian bridge connecting the east and west sides of the Old Mill District, and our sections of the Deschutes River Trail are in direct alignment with the first goal listed in the city's TSP plan, which is to "Increase system capacity, quality, and connectivity for all users."

The TSP calls out specific ways to achieve its top priority of creating a system with increased capacity and connectivity. In order, the TSP's stated goals are to increase capacity and efficiency for roads, increase access and connectivity of sidewalks, increase the amount of total bike route miles and bike facilities, and achieve increased participation in various transit options. Our street, trail, sidewalk, and bridge projects are a major component in all of these goals. Not only does a credit incentivize projects like ours to continue to maintain these benefits for the public use and look for additional ways to strengthen the TSP, it'll also encourage future developers to create connectivity assets that'll benefit the entire community, not just their own project.

Thanks all. We're proud of the work we've done to better connect the city of Bend and help our community achieve its transportation goals. And we're excited to continue to be part of the solution going forward.

Sincerely,

