October 27, 2026

Transportation Mobility Advisory Committee (#2)

Meeting Overview

- Roll Call
- Approval of Previous Minutes

AGENDA

- Public Comment (2)
- Committee Updates
- Bond Funding Discussion
- Good of the Order

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Public Comment

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Committee Updates

- Bond Program Highlights
- TMAC Transition – Janet Hruby

Today's Objective

- Discuss council presentation and following committee request
- Get an overview of potential project opportunities for prioritization
- Answer poll questions to help staff understand:
  - Big picture funding priorities?
  - How do we develop consensus?
  - Next meeting: How to prioritize funds and additional information?

- December meeting:
  - Staff to prepare more info and initial funding scenarios or criteria for discussion in December

Bond Resolutions

- **Resolution 3217**: Bend City Council submitting a ballot measure to the electors of Bend for the issuance of general obligation bonds for traffic flow, east-west connections, and neighborhood safety improvements
  - Note: See Ballot Title and Explanatory Statement for details

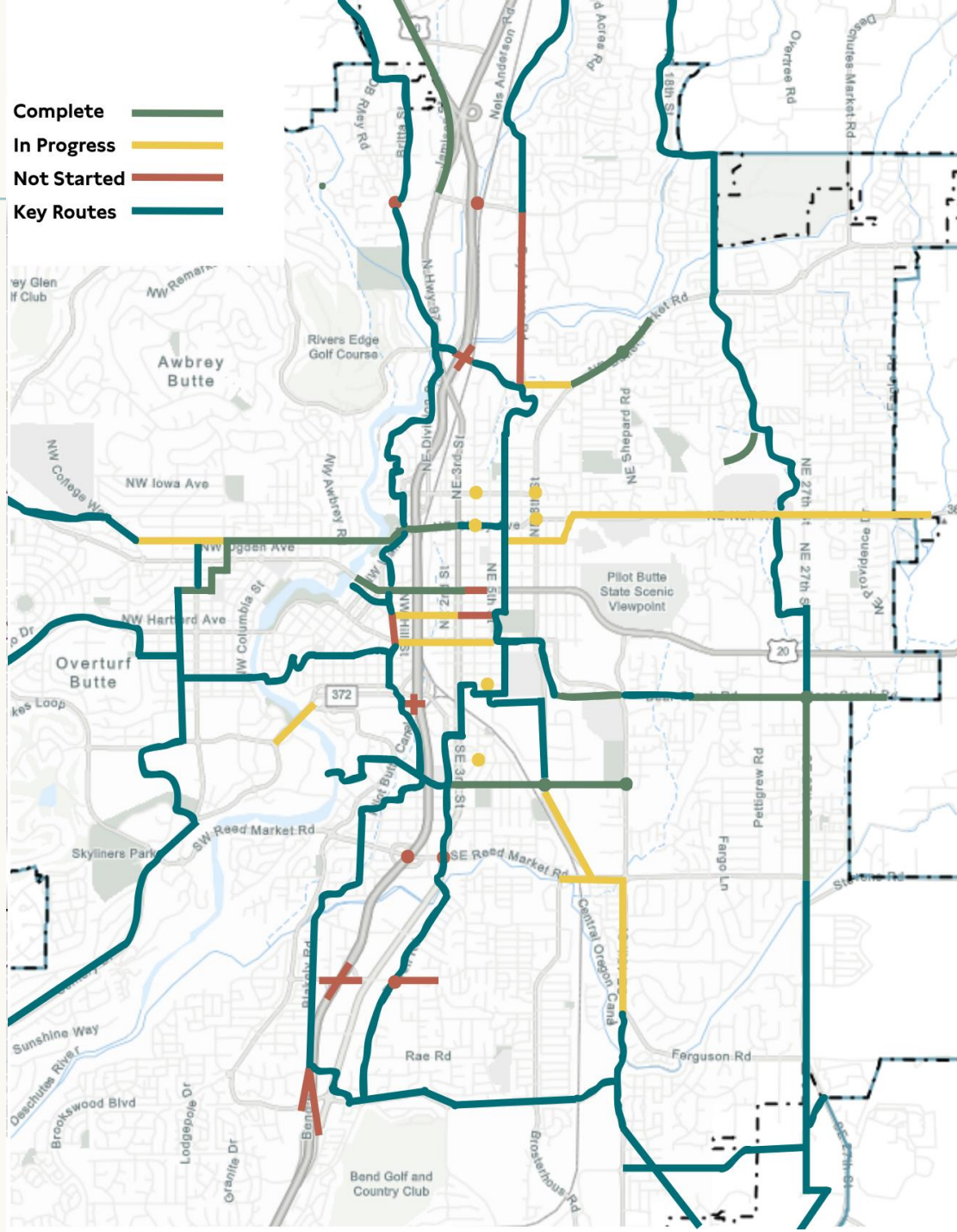
- **Resolution 3218**: Council's commitment to the community to allocate potential general obligation bond revenues toward a project list and declaring it's intent to create a bond oversight committee of community members
  - Project categories: East-West Connections, North-South Connections, Bike and Pedestrian Safety, Intersection Improvements, Parkway Connections, Citywide

Financial Overview

Resolution Category	Resolution Budget	Current Budget	Grant Awards	Current TOTAL
Bike-Pedestrian	$36.2M	$53.3M	$31.2M**	$84.5M
Northbound-Southbound	$7.1M	$7.8M		$7.8M
Eastbound-Westbound	$60.0M	$39.7M	$33.4M*	$73.1M
Parkway Connections	$17.6M	$17.6M		$17.6M
Intersections	$38.0M	$39.9M		$39.9M
CityWide	$21.0M	$21.0M		$21.0M
TOTAL	**$179.9M**	**$179.3M**	**$64.6M**	**$243.9M**

*Reed Market Overcrossing local contribution reduced from $34M to $14M due to grant awards

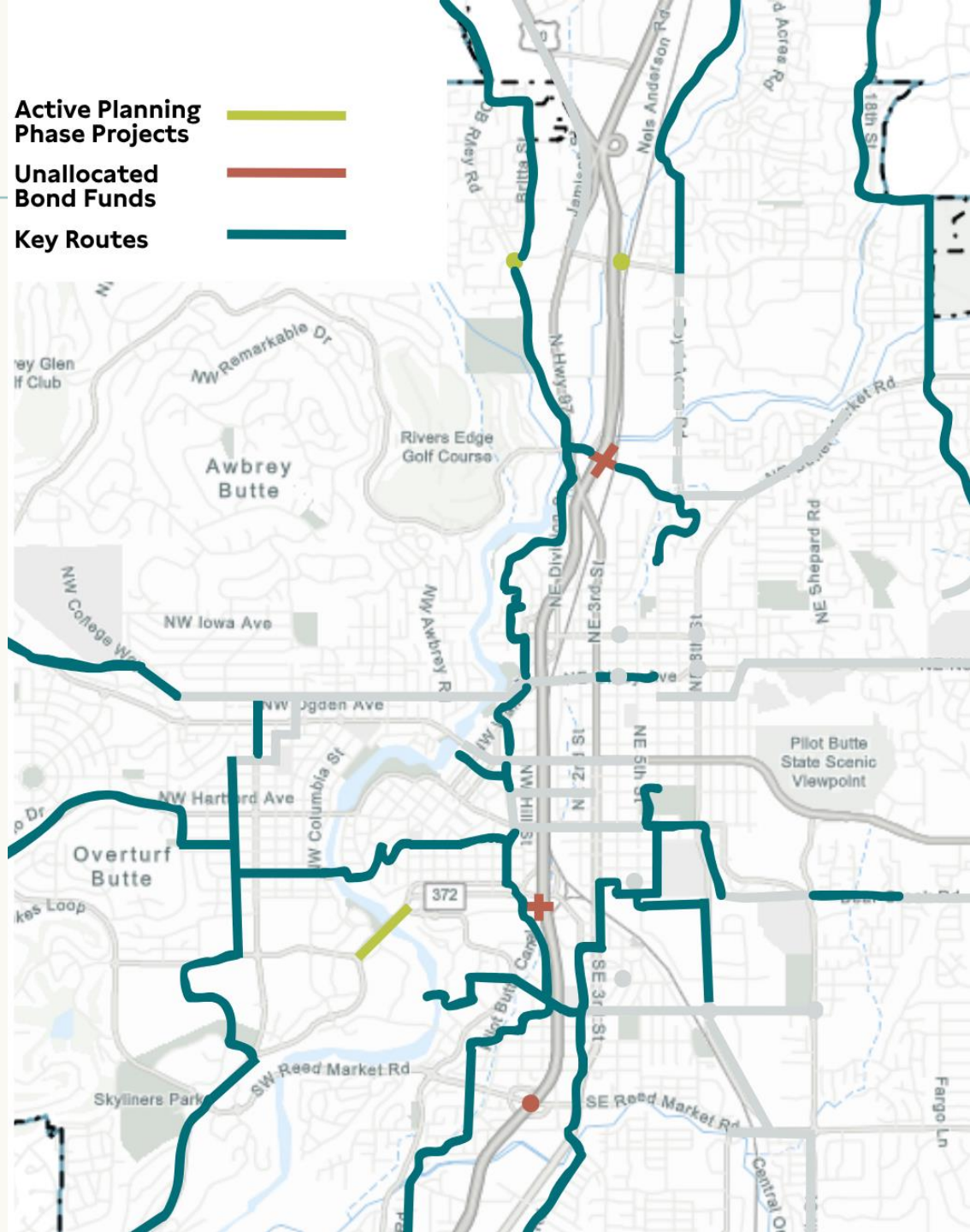
**Key routes projects received $5M shortfall in Bond Resolution from Transportation System Plan identified amount. Grant awards provided opportunity to construct all Midtown crossings with no local funding overages.



Unallocated Bond Funds

Category	Project	Budget
Parkway	ODOT Contributions	$17.1M
Intersections	Chase/Powers/Parrell	$4M*
N/A	Savings/Interest Projection	+/-$7M
Unallocated	**TOTAL**	**$28.1M**

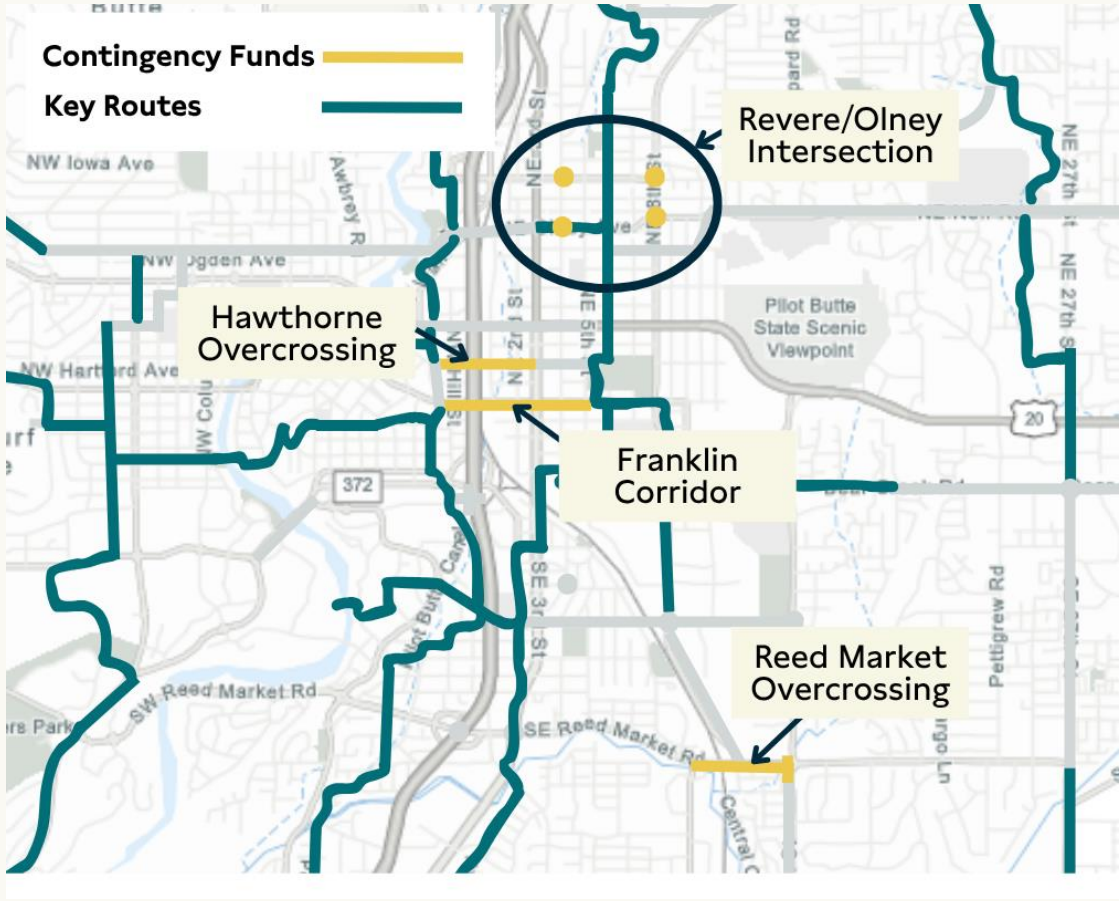
*Retain $1M for Chase roadway upgrades as synergy opportunity during Brosterhous/Chase intersection project.



Active Projects – Contingency Funds

Category	Project	Budget
Bike-Ped	Hawthorne Overcrossing	$2.5M
Bike-Ped	Franklin Corridor	$1.5M
East-West	Reed Market Overcrossing	$3.5M
Intersections	Revere/Olney Intersections	$1.5M
	TOTAL	**$9M**

*Contingency funds exceed currently allocated budgets and shall be retained until Winter 27/28.



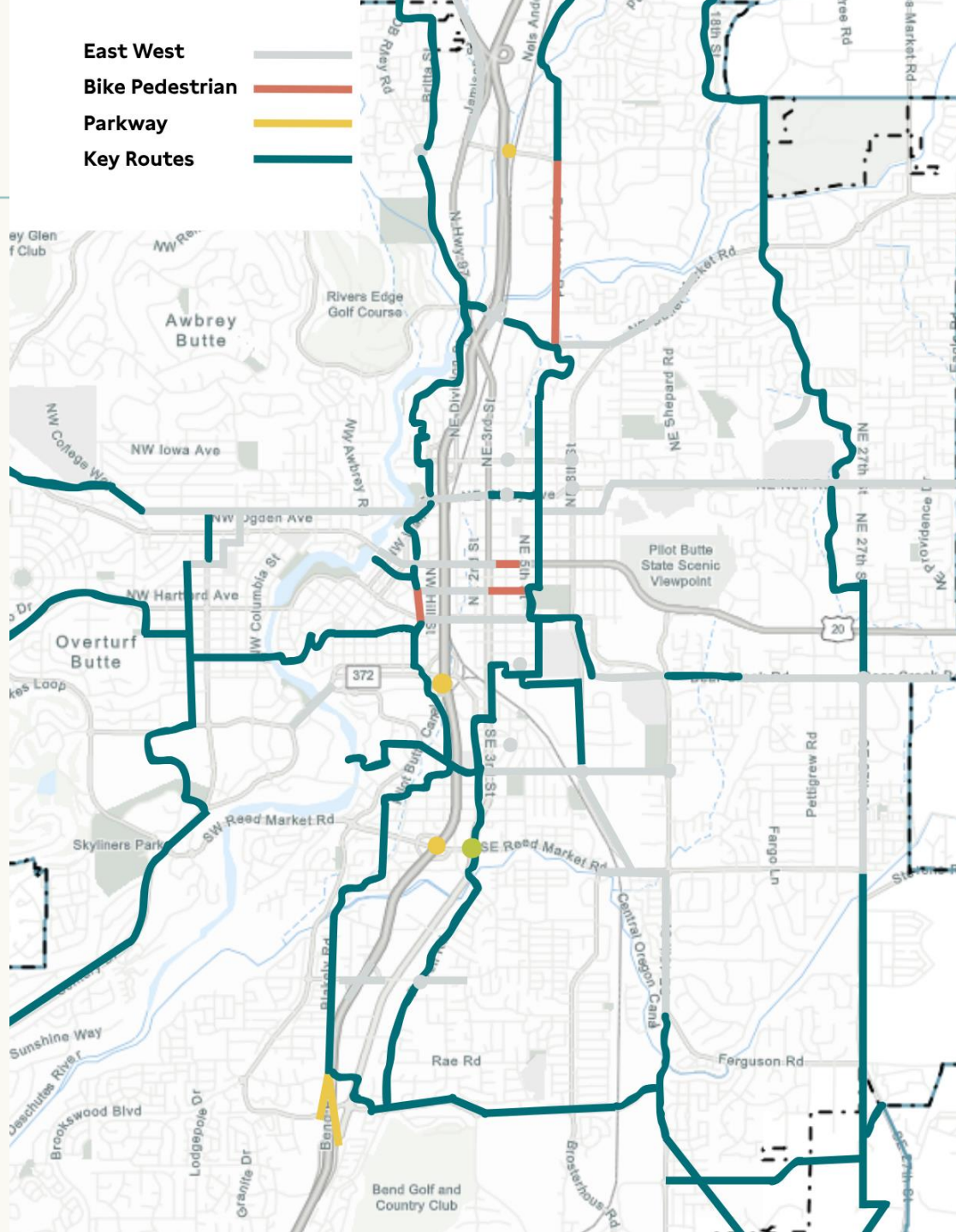
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Category/Project Map

Resolution Category	Current Budget	Unallocated Adjustments
Bike-Pedestrian	$53.3M	$53.3M
Northbound-Southbound	$7.8M	$7.8M
Eastbound-Westbound	$39.7M	**$38.7M**
Parkway Connections	$17.6M	**$1.5M**
Intersections	$39.9M	**$35.9M**
CityWide	$21.0M	$21.0M
TOTAL	**$179.3M***	**$158.2M****

*** Removes overhead administrative costs of the original $190M**

****Delta: $21.1M + $7M (Projected Savings/Interest) = $28.1M**



Category/Project Options

Parkway

- Empire/HWY 20/US 97 ($20M-$30M)
- Reed Market Interchange Signalization ($5M)
- Colorado Ave Interchange Signalization ($5M)
- Murphy/US 97 Ramps ($25M-$30M)
- **TOTAL: $62M - $77M**

Bike Pedestrian

- Boyd Acres Key Route ($13M)
- Hawthorne Overcrossing Connections ($6M)
- Greenwood (Wall to 2nd) ($8M)
- Greenwood (2nd to 4th) – ODOT Contribution ($3M)
- Bikeway Connectivity and Wayfinding ($2M)
- **TOTAL: $32M**

East West

- 3rd/Reed Market ($12M)
- **TOTAL: $12M**

City Wide

- Neighborhood Streets Safety Program ($3M)
- **TOTAL: $3M**

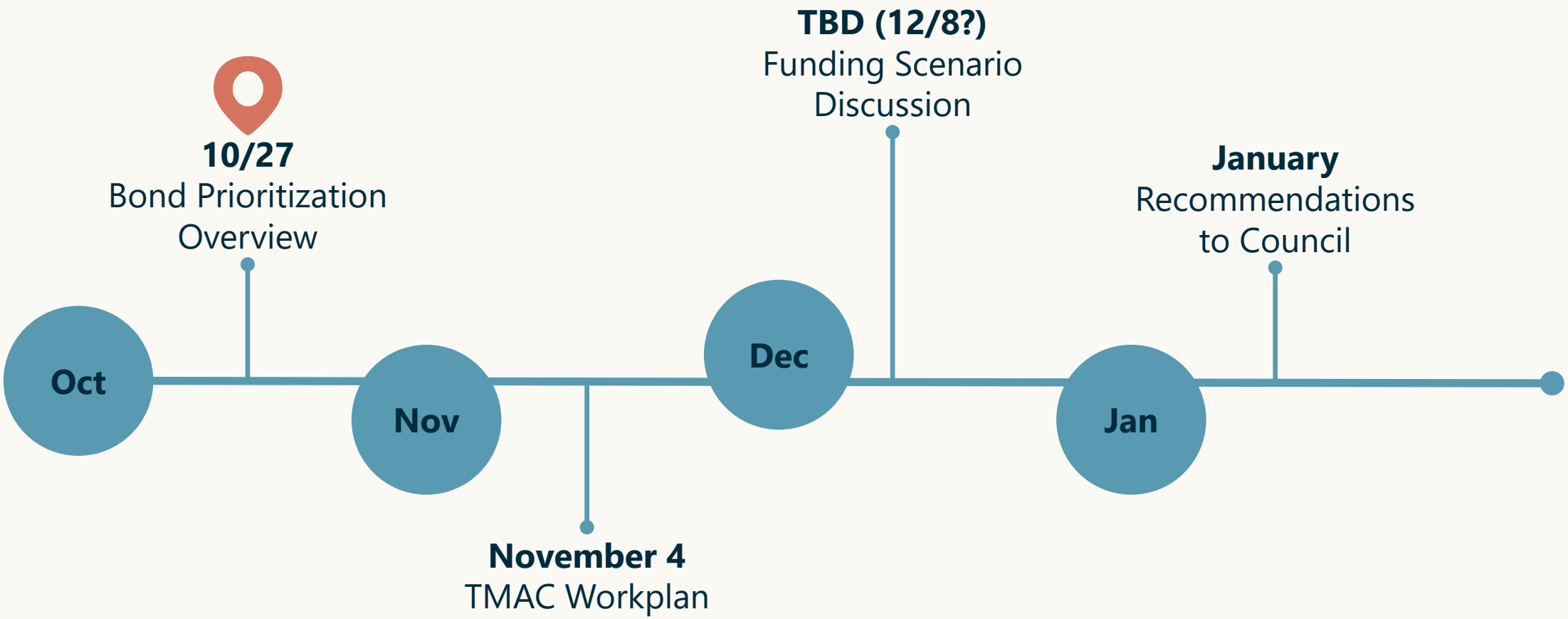
Unallocated Funds = $28.1M

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Committee Direction from Council

- Dedicate matching funds to Empire (Determine amount; $5M - $10M?)
  - $1.45M Bond contribution currently programmed
  - $5M State contribution currently programmed
- Extend Neighborhood Streets and Safety Program ($1M/year) = $3M
- Provide Hawthorne Bridge Connections Construction Funding ($6M)
- Consider Boyd Acres reroute funding (study, design, construction)
- Consider Colorado Avenue priorities
  - Interchange Signalization (Parkway Connections)
  - Colorado Ave Corridor Improvements (East-West Connections)
- Work with TMAC to develop Prioritized Project List ($28M + Empire Match)
  - Total funding: $28M; Contingency funds: $9M
  - Commitments to consider: Empire, NSSP, Boyd, Hawthorne ($14M-$19M+)

Schedule



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Prioritization Objectives

- By end of January, prioritize projects to make a recommendation to Council

Project(s) likely to advance:
Project(s) with high delivery readiness, costs that fit within remaining GO Bond funding, and address needs aligned with GO Bond funding.

Project(s) that may require contingency funds:

Project(s) with high delivery readiness, costs that can fit within remaining GO Bond funding with the contingency, and/or address needs aligned with GO Bond funding.

Project(s) to deliver with Empire funds:
Project(s) with lower delivery readiness, costs that do not fit within remaining GO Bond funding but may be considered if Empire contribution isn't utilized.

Survey #1

- Only available to TMAC members via email – results to be shared publicly

Overview – Criteria

CRITERION	WHAT THE CRITERION MEANS
Need horizon	Indicates when the project improvement is needed and the relative urgency of addressing it.
Delivery readiness	Indicates how quickly the project could advance toward implementation.
GO Bond category alignment	Identifies the voter-approved GO Bond investment category that best aligns with the project.
Funding fit	Indicates how well the project's estimated cost fits within the available GO Bond funding.
Primary benefits	Identifies the principal outcomes expected from the project.
Funding partners	Identifies agencies or other parties that may contribute funding or support project delivery.
Cost risk	Identified the level of uncertainty in the cost estimate or project scope.

Overview – Big Picture Project Priorities

PROJECT / CATEGORY	EST. COST	% OF $28.1M	DELIVERY READINESS	PRIMARY BENEFITS	POTENTIAL PARTNERS
CATEGORY: PARKWAY					
Empire / Hwy 20 / US 97	$20–30M	71–107%	Low/Medium	Operations • Parkway	ODOT (Mention $5 million in ODOT funding)
Reed Market Interchange Signalization	$5M	18%	Low	Operations • Safety	ODOT– minimal funding ($1M)
Colorado Avenue Interchange Signalization	$5M	18%	Low/Medium	Operations • Parkway	None
Murphy / US 97 ramps	$25–30M	89–107%	Low	Parkway	None
CATEGORY: EAST–WEST CONNECTION					
Colorado Avenue Corridor Improvements	$9M	32%	Near	Operations	None
3rd / Reed Market Intersection	$12M	43%	Near	Operations • Safety • Bike/Ped	None

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Overview – Big Picture Project Priorities

PROJECT / CATEGORY	EST. COST	% OF $28.1M	DELIVERY READINESS	PRIMARY BENEFITS	POTENTIAL PARTNERS
CATEGORY: BIKE / PEDESTRIAN					
Boyd Acres Key Route	$13M	46%	Low	Bike/Ped • Safety	None
Hawthorne Overcrossing Connections	$6M	21%	High	Bike/Ped • Safety	None
Greenwood: Wall to 2nd	$8M	28%	Low	Bike/Ped • Operations	None
Greenwood: 2nd to 4th	$3M	11%	Low	Bike/Ped • Operations	ODOT– No funding allocated
Bikeway Connectivity & Wayfinding	$2M	7%	Medium	Bike/Ped • Wayfinding	None
CATEGORY: CITYWIDE					
Neighborhood Streets Safety Program	$3M	11%	High	Safety	None

Survey #2

- Only available to TMAC members via email – results to be shared publicly

Testing Key Funding Decisions

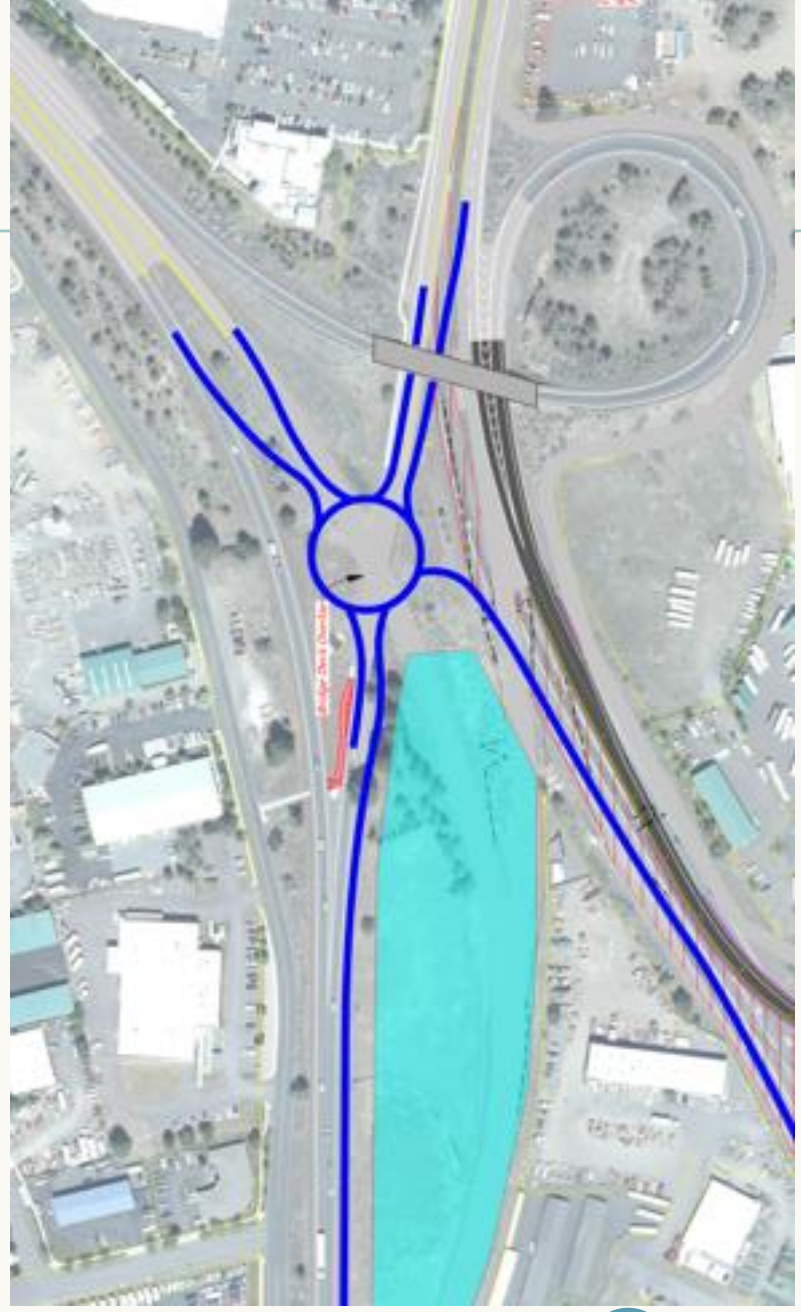
- Goal: Develop funding scenarios for the next meeting, there are specific project priority tradeoffs to understand for the following project areas:
  - Empire/US 97/HWY 20
  - Other ODOT projects
  - Colorado Avenue
  - Boyd Acres Key Route
  - Reed Market Rd

Presentations

- Oregon Department of Transportation – US20/US97/Empire Improvements

Key Funding Decisions: Empire/US 97/Hwy 20

CRITERION	Reed Market Interchange Signalization
Cost	$20-30M
Need horizon	NEAR-TERM
Delivery readiness	LOW/MEDIUM
GO Bond category alignment	PARKWAY
Funding fit	LOW
Primary benefits	OPERATIONS + PARKWAY
Funding partners	ODOT (~$5 million)
Cost risk	HIGH

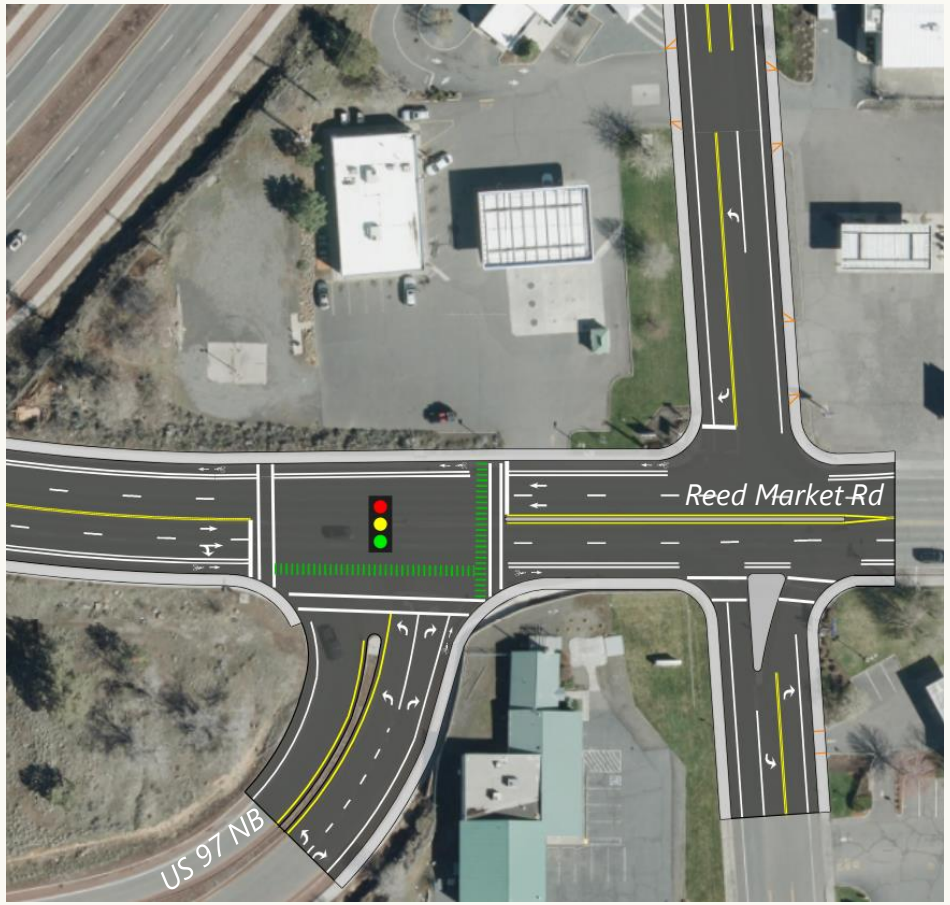


Source: North Corridor Design Build – DRAFT ATC Concept

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Key Funding Decisions: Reed Market Interchange

CRITERION	Reed Market Interchange NB Ramp Signalization
Cost	$5M
Need horizon	NEAR-TERM
Delivery readiness	LOW/MEDIUM
GO Bond category alignment	PARKWAY
Funding fit	MEDIUM
Primary benefits	OPERATIONS + SAFETY
Funding partners	NONE IDENTIFIED
Cost risk	LOW



Source: US 97 at Reed Market Road Operations and Safety Study, 2023

Key Funding Decisions: Colorado Interchange

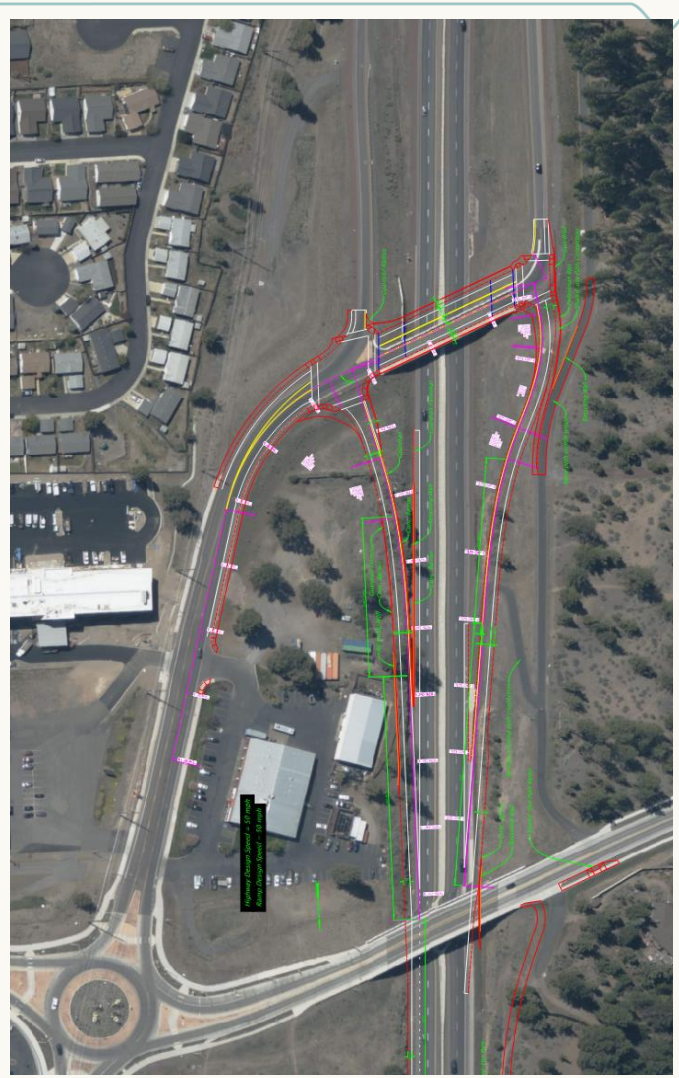
CRITERION	Colorado Ave Interchange NB Ramp Signalization
Cost	$5M
Need horizon	NEAR-TERM
Delivery readiness	LOW
GO Bond category alignment	PARKWAY
Funding fit	MEDIUM
Primary benefits	OPERATIONS + PARKWAY
Funding partners	NONE IDENTIFIED
Cost risk	HIGH



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Key Funding Decisions: Murphy / US 97 Ramps

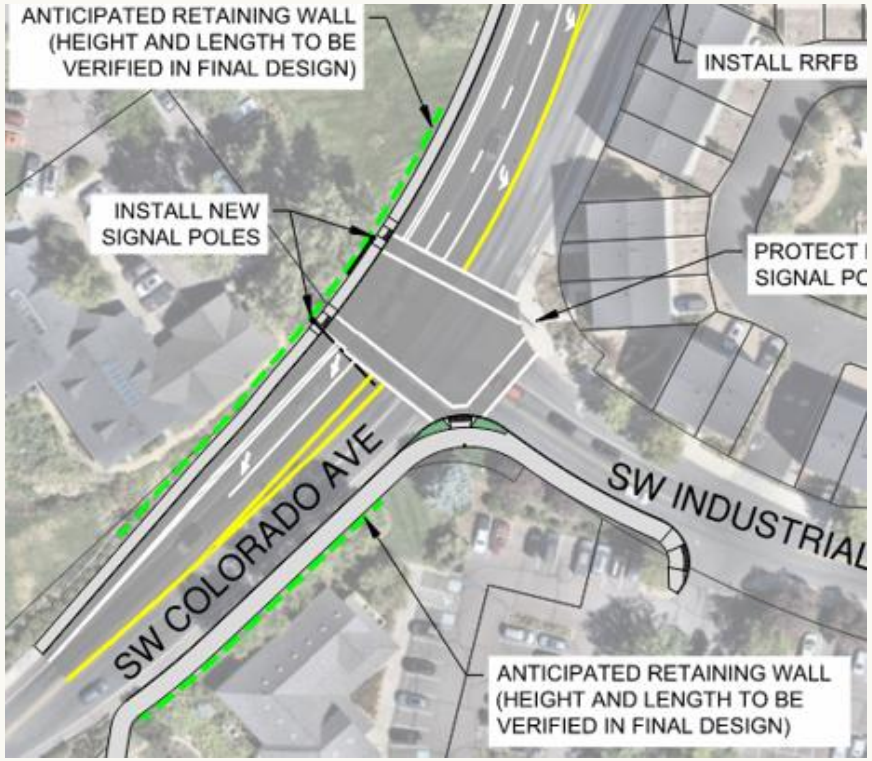
CRITERION	Murphy / US 97 Ramps
Cost	$25-30M
Need horizon	MID-TERM
Delivery readiness	LOW
GO Bond category alignment	PARKWAY
Funding fit	LOW
Primary benefits	PARKWAY
Funding partners	ODOT (~$1 million)
Cost risk	HIGH

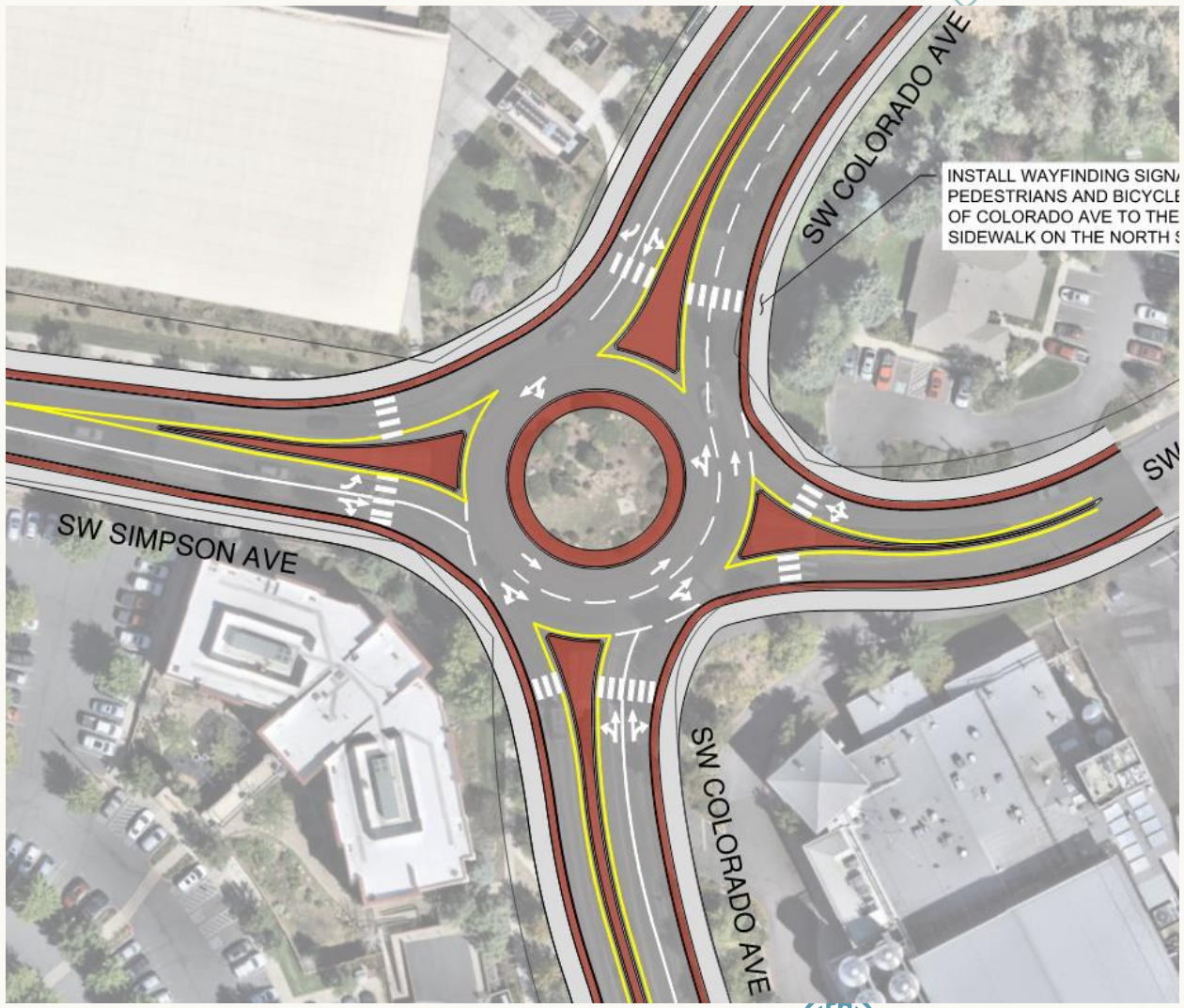


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Key Funding Decisions: Colorado Avenue

- **Colorado Ave Corridor Improvements**
  - Widen Simpson/Colorado roundabout
  - Widen Colorado/Industrial Way signal





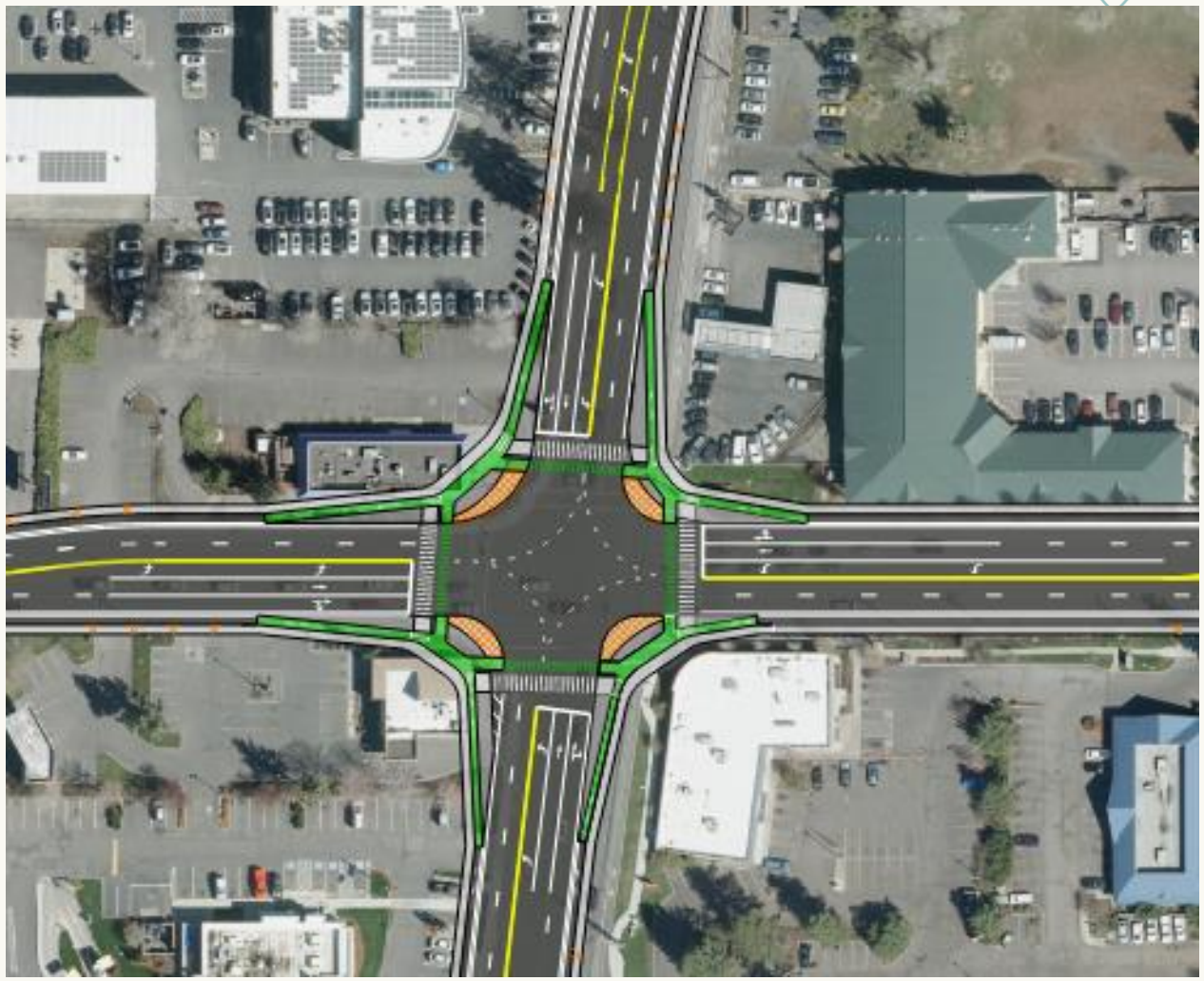
Source: Colorado Avenue Traffic Study, June 2026

Key Funding Decisions: Colorado Avenue

CRITERION	Colorado Ave Corridor Improvements	Colorado Ave Interchange NB Ramp Signalization
Cost	$7M - FUNDED	$5M
Need horizon	NEAR-TERM	NEAR-TERM
Delivery readiness	MEDIUM/HIGH	LOW
GO Bond category alignment	EAST-WEST CONNECTION & INTERSECTIONS	PARKWAY
Funding fit	MEDIUM	MEDIUM
Primary benefits	OPERATIONS	OPERATIONS + PARKWAY
Funding partners	NONE IDENTIFIED	NONE IDENTIFIED
Cost risk	MEDIUM	HIGH

Key Funding Decisions: Reed Market Road

- **Reed Market Rd/3rd Street**
  - Widen to add left turn lanes and southbound right turn lane at protected signalized intersection



Source: US 97 at Reed Market Road Operations and Safety Study, 2023

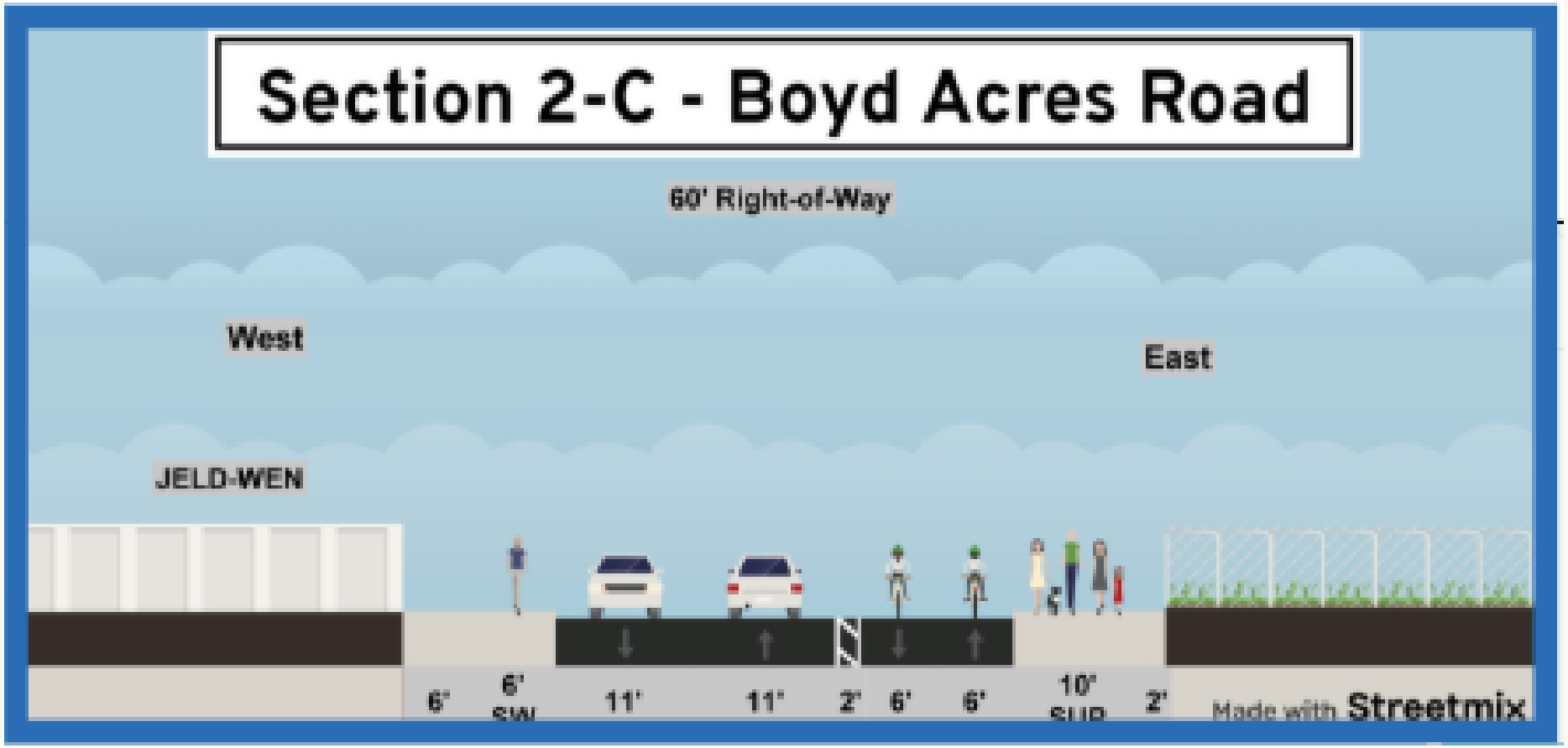
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Key Funding Decisions: Reed Market Rd

CRITERION	Reed Market Rd/3rd Street	Reed Market Rd Interchange NB Ramp Signalization
Cost	$12M	$5M
Need horizon	NEAR-TERM	NEAR-TERM
Delivery readiness	MEDIUM	LOW/MEDIUM
GO Bond category alignment	EAST-WEST CONNECTION, INTERSECTION, BIKE-PED	PARKWAY, INTERSECTION, BIKE-PED
Funding fit	LOW	MEDIUM
Primary benefits	OPERATIONS + SAFETY + BIKE/PED	OPERATIONS + SAFETY
Funding partners	NONE IDENTIFIED	NONE IDENTIFIED
Cost risk	MEDIUM	LOW

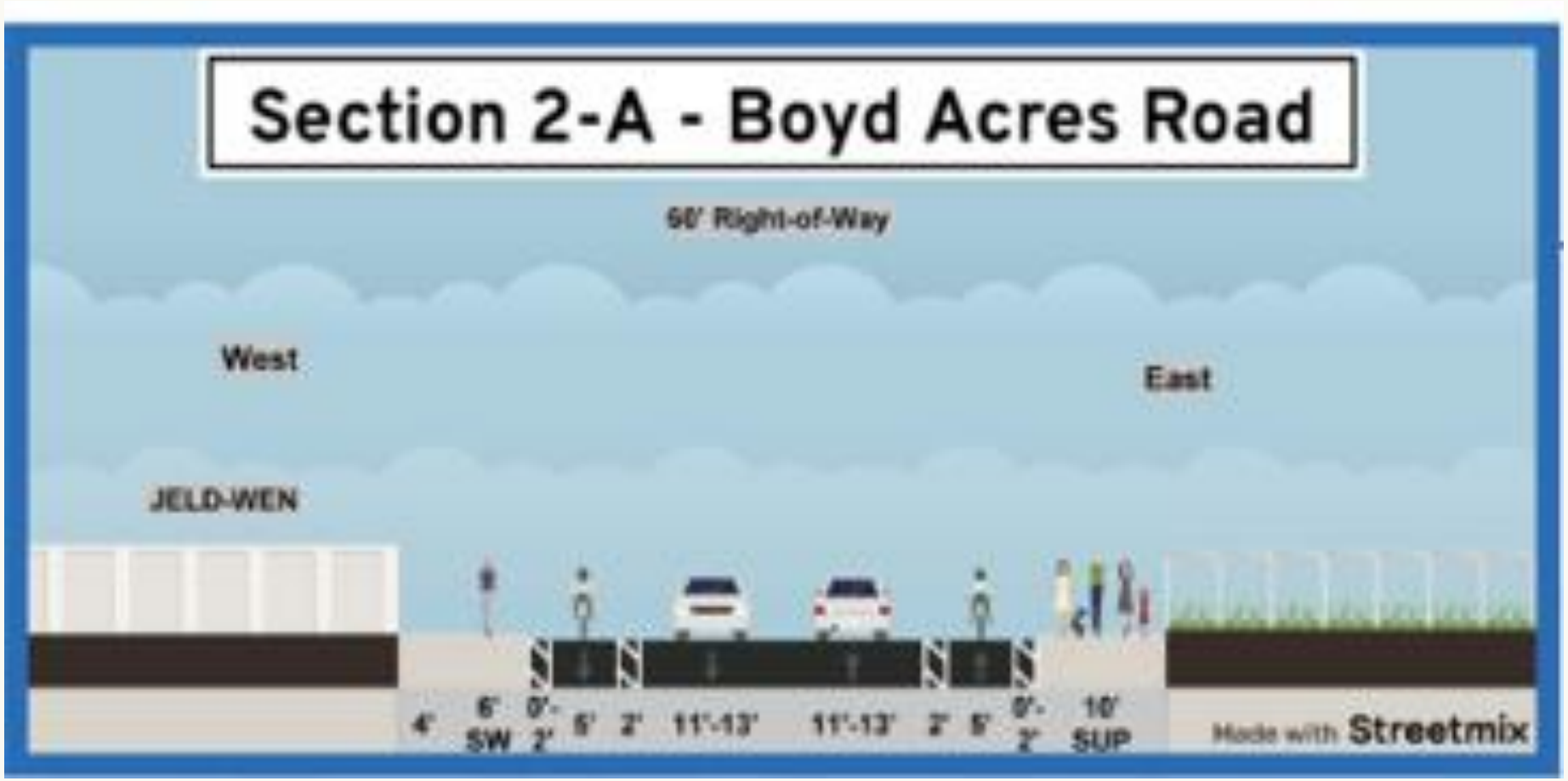
Key Funding Decisions: Boyd Acres Key Route

- **Recommended High Build Concept**



Key Funding Decisions: Boyd Acres Key Route

- **Recommended Low Build Concept**



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Key Funding Decisions: Boyd Acres Key Route

- Options to consider:
  - Fund the High Build Option ($13M)
  - Fund the Low Build Option ($8M)
- Note: Likely not feasible to evaluate alternative route for Key Route



Source: Bend Transportation System Plan, 2020



Key Funding Decisions: Boyd Acres Key Route

CRITERION	Boyd Acres Key Route
Cost	$8-13M
Need horizon	NEAR-TERM
Delivery readiness	LOW
GO Bond category alignment	BIKE-PED
Funding fit	MEDIUM/LOW
Primary benefits	SAFETY + BIKE/PED
Funding partners	NONE IDENTIFIED
Cost risk	MEDIUM

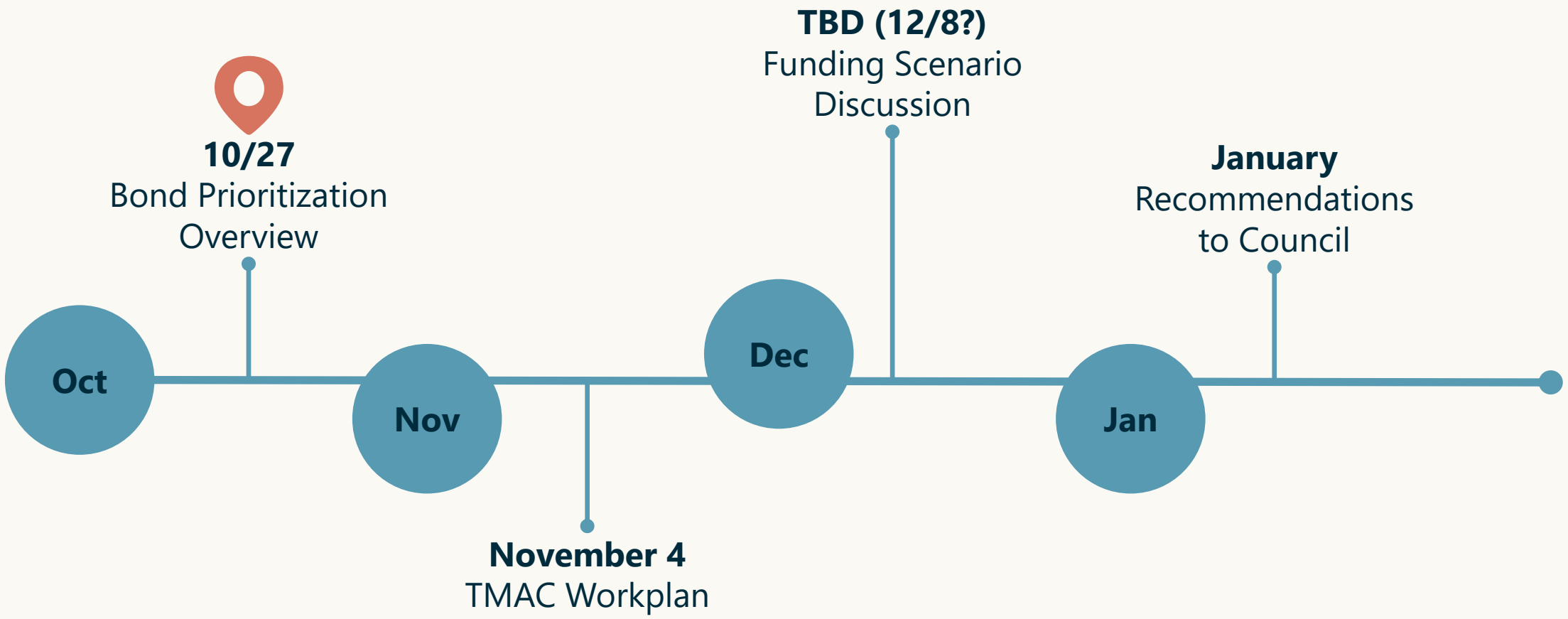
Survey #3

- Only available to TMAC members via email – results to be shared publicly

Summarize Key Themes

- Share mural board – will also be provided in meeting minutes

Schedule



- Final Discussion and Committee Input summary
- Next Steps and December meeting

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