Transportation Bond Oversight Committee (TBOC)
August 31, 2021

Attendees:

TBOC Members: LeeAnn O'Neill (Chair); Scott Robinson (Vice-Chair); Dave Howe; Denise LaBuda; Mason Lacy; Sean Perkins; Courtney Van Fossen; Travis Widdifield; Sharlene Wills; Kim Ely

Ex Officio: Henry Stroud (Bend Park & Recreation District); Andrea Breault (Central Oregon Intergovernmental Council); Tina Bandy (Bend-La Pine School District); David Amiton (Oregon Department of Transportation); Cody Smith (Deschutes County);

Staff: Sinclair Burr; Ryan Oster; Elizabeth Oshel; Sharon Wojda

Facilitator: Joe Dills & Emma Porricolo (Angelo Planning Group); Matt Kittelson (Kittelson & Associates); Chris Maciejewski - DKS

Council Liaisons: Councilor Melanie Kebler; Councilor Barb Campbell

The meeting was called to order at 4:01 PM.

1. **Review the July 27, 2021 Meeting Minutes**
   The July 27, 2021 meeting minutes were approved as written.

2. **Public Comment**
   a. **Written Comments:**
      TBOC received forty-six written comments in August.
      - Twenty-two comments were bicycle/pedestrian-related and included comments supporting the Mendez/Broadman protected bicycle network and the Hawthorne crossing.
      - One comment was regarding the Old Bend Neighborhood Association.
      - Nineteen comments were related to Purcell and Neff and the Mountain View Neighborhood Association.
      - One comment recommended prioritizing the railroad crossing at Reed Market.
      - Three comments were regarding prioritizing motor vehicle traffic flows.

   b. **Verbal Comments:**
      Ariel Mendez stated that the aspects of the proposal do not have to cost much money by reallocating existing road space with low-cost treatments.

      Mike Riley expressed support for ensuring that the Purcell Connection/Corridor project is on the first round list of projects. Mr. Riley encouraged TBOC to pay attention to the issuance of bonds in both 2022 and 2024. It was recommended that TBOC consider two packages for the first round of bond issuance; a $30 million package vs. a $60 million to accelerate the projects.

      Neil Baunsgard expressed support for the Mendez/Broadman proposal. It was recommended that the list of first-round projects should be selected to make progress on Council Goals and support north-south and east-west connectivity. He stated that the projects should be constructed in line with best practices. A request was made for the proposed list of projects to be

shared at least a week before the next TBOC meeting to allow for adequate review time for public comment.

Chris Friess was recognized but unable to connect for comment.

3. Mendez/Broadman Proposal Subcommittee Discussion

A memo was presented by the subcommittee outlining their conclusions and recommendations. The subcommittee recommended projects should be in line with the TSP and the General Obligation (GO) Bond and be built to bike and pedestrian best practices. The subcommittee determined not to amend the Transportation System Plan (TSP) at this time. Some connecting sections not included in the bond (e.g., Hawthorne Avenue to Larkspur Trail) can be added in future projects.

Bend Park & Recreation District (BPRD) supports the subcommittee's recommendations of prioritizing some of BPRD's trail projects and considering new connections through BPRD facilities (primarily parks).

In response to a question, A recommendation to amend the TSP could be an option at some point if there's good reason to do so. There are a lot of projects in the bond that need to move forward, and there's no reason to amend the TSP at this time.

TBOC reached a consensus by a show of hands, to accept and move forward with the subcommittee's recommendations.

4. Bond Finance Presentation

Sharon Wojda presented PowerPoint presentation that gave an overview of the GO Bond finance process.

Topics covered: GO Bond Process Overview, Traditional Capital Project Procurement vs. GO Bond, Costs Included in the $190 Million Bond, Debt Issuance, Property Tax Levies, Property Tax Assessment Amounts, Amount of 1st Debt Issuance & Impact on Property Taxes.

The committee's questions, comments, and concerns regarding the GO Bond finance process were discussed.

5. Project Scoring and Feedback

Staff presented overview of the project scoring criteria and process.

- Identified any gaps,or if the project was to lower the stress but didn't close gaps.
- Is the key route in coexistence with the project or created a key route.
- Key destinations
- Synergy with other projects. T
- Leveraging funding for projects.

The scoring was presented for each project. The project team requested a copy of the scoring in Braile, but it has not arrived yet. TBOC members were provided an opportunity to voice questions, comments, or concerns regarding the project scoring.

Concern was shared regarding the 4th Street and 8th Street project being more important than what showed up in the scoring.

It was suggested to strike the language good, better, and best from page one of the Project Evaluation Criteria and use the actual definitions of the circles instead.

Concern was shared regarding the Aune Street Extension (East) equity scoring for Transportation Access for Underserved Populations. With supporting information, it was expressed that this evaluation criterion deserves at least a half-circle, if not a whole circle.

In response to a question regarding Butler Market Road & Boyd Acres Road Improvements, the 2028 congestion was based from an interim ten-year modeling forecast when going through the analysis for the TSP.

In response to a question about the Colorado Avenue Capacity Improvements, clarification was provided regarding focusing on improvements to the intersections in the short term and then doing a study to continually monitor east/west congestion for timing the widening of the bridge.

In response to a question, the congestion criterion was identified using the intersection analysis performed for the TSP compared to the City's mobility standards.

A discussion ensued regarding funding and performing studies before the projects for Franklin, Greenwood, and Hawthorne. The plan is to put together the RFP now for the $2 million in funds from the American Recovery Plans Act now and come back with some initial concepts and cost estimates for all three crossings early next year.

In response to a question regarding the Hawthorne Avenue Overcrossing, Access to Transit scored a half circle because it wasn't directly on one of the primary corridor routes identified in the CET Master Plan.

A discussion ensued regarding the relation between congestion and air pollution. Vehicle miles traveled was the performance measure as a proxy, which differs from tailpipe emissions that correlate with delays at congested locations. A comment was made that younger people may measure time-traveled instead of distance traveled.

In response to a question, clarification was provided regarding the Neff & Purcell Project vs. the Purcell Extension Project.

A discussion ensued regarding access to transit and transit hubs.

It was suggested to include project durations for each phase and the overall GO Bond funded project cost in the project summaries and implementation information.

In response to a question, it was clarified that the connection of Larkspur Trail and Coyner Trail was part of the Bear Creek Road and 27th Street Improvements Project. A suggestion was made to consider pulling it out as they may not need to be constructed at the same time.

A summary of the project scoring and feedback session was given. In consideration of time and process, polling was tabled. Input and the project readiness implementation perspective will be integrated into the next meeting, and the first cut at priorities will be made at that time. The project team's strategy and TBOC's role in prioritizing projects were summarized.

TBOC members were asked to submit comments regarding project scoring or individual scores by Wednesday, September 8, 2021.

In response to a question, it was confirmed that the 9th Avenue Project was included in the Wilson Avenue Corridor Project, which was already prioritized.

In response to a question, there might be some ability to shuffle and reallocate some project improvements and tie them into local residential projects. The project team suggested avoiding pulling out tiny individual improvements from the packaged projects because they won't bid as well.

In response to a comment regarding the contrasting equity scoring between the project team and committee members, the proximity score was left open for TBOC to change if there was disagreement regarding scoring or where historically underserved populations live and how to serve them.
A discussion ensued regarding the maps created by City staff and how they didn't accurately project or represent the size of the equity groups correctly.

In response to a suggestion, City staff confirmed they would look into mapping out an alternative package larger than the $25 million initial bond issuance. However, staff time and constructability will need to be taken into account.

6. **Neff/Purcell, Purcell Extension Discussion**
   City staff proposed that TBOC allow City Staff to begin work on the Purcell Extension Project as part of the Neff & Purcell Project. Combining these projects will help with the design process, allow for improved traffic control plans & detours, and complete the project efficiently next year if possible.

   A discussion ensued regarding the current status of the Neff & Purcell Project, estimated costs, and impacts to the bond issuance. There were four comments shared expressing support for the proposal.

   There was consensus by a show of hands to allow City staff to move forward with the proposal.

7. **Public Comment**
   Chris Friess was recognized a second time but still not able to connect. It was suggested that Mr. Friess' comment be submitted over the phone or in writing.

8. **Adjourn**
   Meeting adjourned at 6:25 PM.

Respectfully Submitted,

Christopher Coleman
Administrative Support Specialist