



TRANSPORTATION CONSTRUCTION FUND

MARCH 22, 2017

As a follow-up to the November 2016 Transportation Funding Discussion

Staff seeks Council
direction for five year
transportation Capital
Improvement Program
(CIP)

Staff will present three
options and make a
recommendation

ASSUMPTIONS

\$35 million to allocate

Will take 9 months to hire new staff

Design will take up to two years

Neff and Purcell and Citywide Safety Projects are assumed in the Transportation CIP

More needs than funding

SDC bond debt retires in 2021

Many projects result from priorities

PROJECT TIMELINE

Council
Direction

Hire and Train Project
Managers

6-12 months

Request for Proposal
to hire contractor

3 months

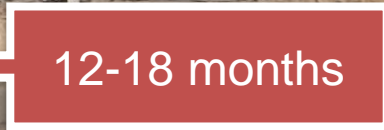
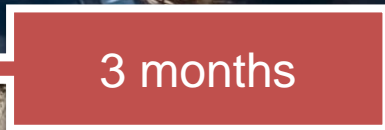
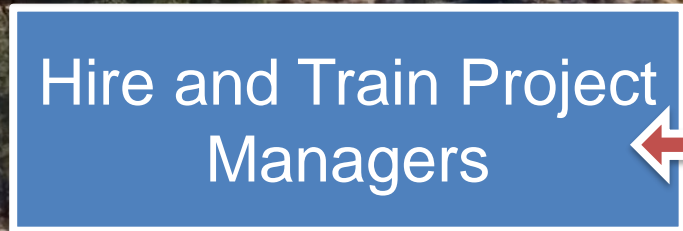
Concept
and Design

12-18 months

Construction
(class 1 cost)

2-5 years

5 years to construction



SUCCESSFUL TRANSPORTATION PROJECTS AND TIMELINES



Transportation GO Bond Projects

- Corridor Plans (2005) :
- Reed Market
- Preliminary 30% designs 2007) : Reed Market
- Bond passed in 2011 – six years to implement

Murphy Road Corridor

- Land use plans (2006) and right of way
- Corridor Plan and preliminary designs (2009)
- ODOT funding 2009 ; Completed 2016

Citywide safety projects -- analysis that supports the projects

- Citywide Safety Study and priorities 2012
- Preliminary designs and partnership with ODOT 2016
- Going in to final designs and projects



WHAT IS AVAILABLE?

**Approx. \$20M currently in
reserves**

**Additional \$15M of
reserves anticipated
over next 6 years**

**\$35M to allocate to
projects at end of 6 years**

PROPOSED OPTIONS



Option One:
Empire Extension



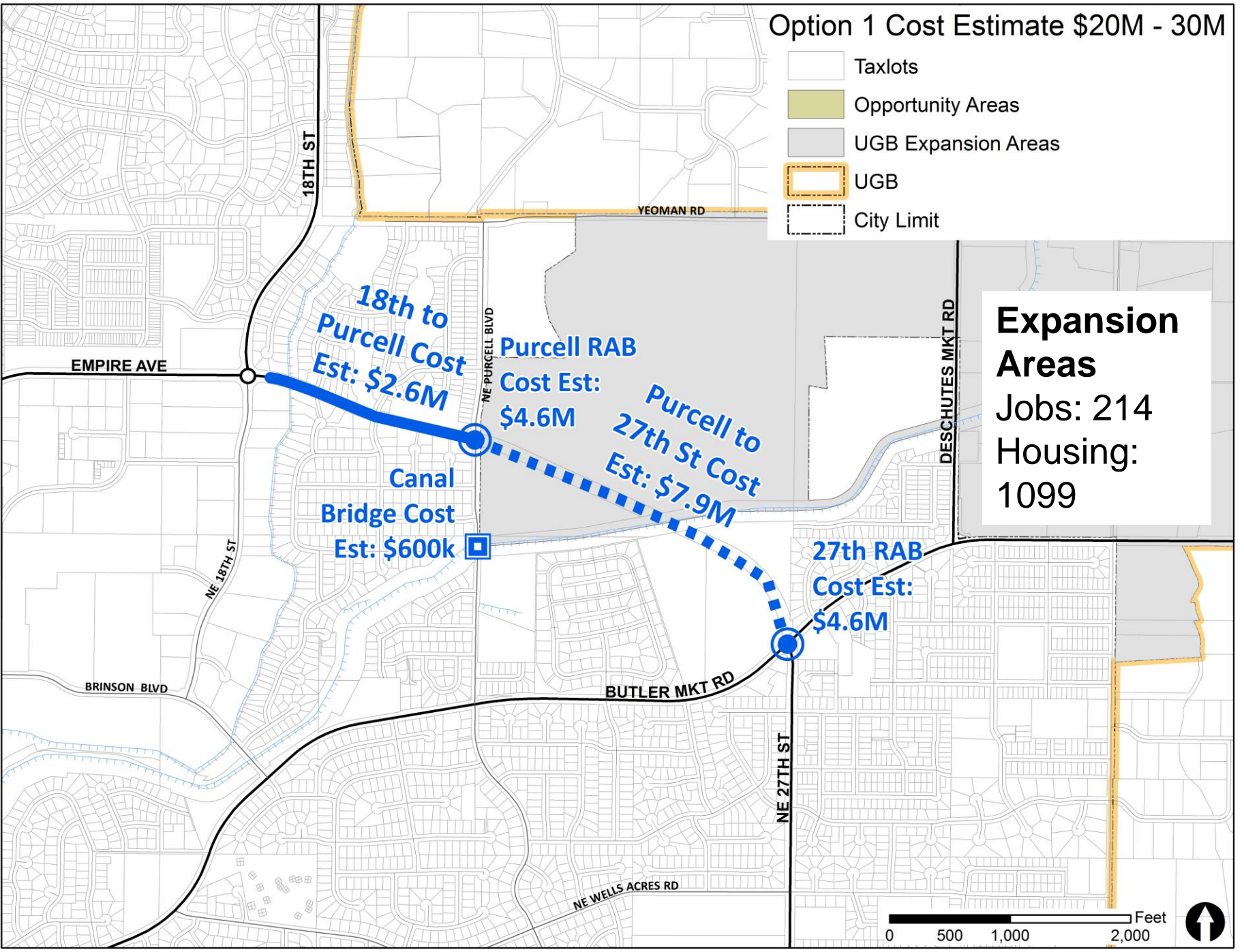
Option Two:
Murphy Road Corridor



Option Three:
Blended Approach

Option 1 Cost Estimate \$20M - 30M

- Taxlots
- Opportunity Areas
- UGB Expansion Areas
- UGB
- City Limit



Expansion Areas
Jobs: 214
Housing: 1099

18th to Purcell Cost Est: \$2.6M

Purcell RAB Cost Est: \$4.6M

Purcell to 27th St Cost Est: \$7.9M

Canal Bridge Cost Est: \$600k

27th RAB Cost Est: \$4.6M

OPTION 1: EMPIRE EXTENSION (\$20-\$30 MILLION CLASS 5 ESTIMATE)



- Full design and construction of Empire Extension
- Fund with a combination of cash reserves and long term debt
 - Leaves some money in reserves to cash fund future growth related projects and/or limited participation in future public/private partnerships
- Unable to complete any other large transportation projects

OPTION 1: EMPIRE EVALUATION

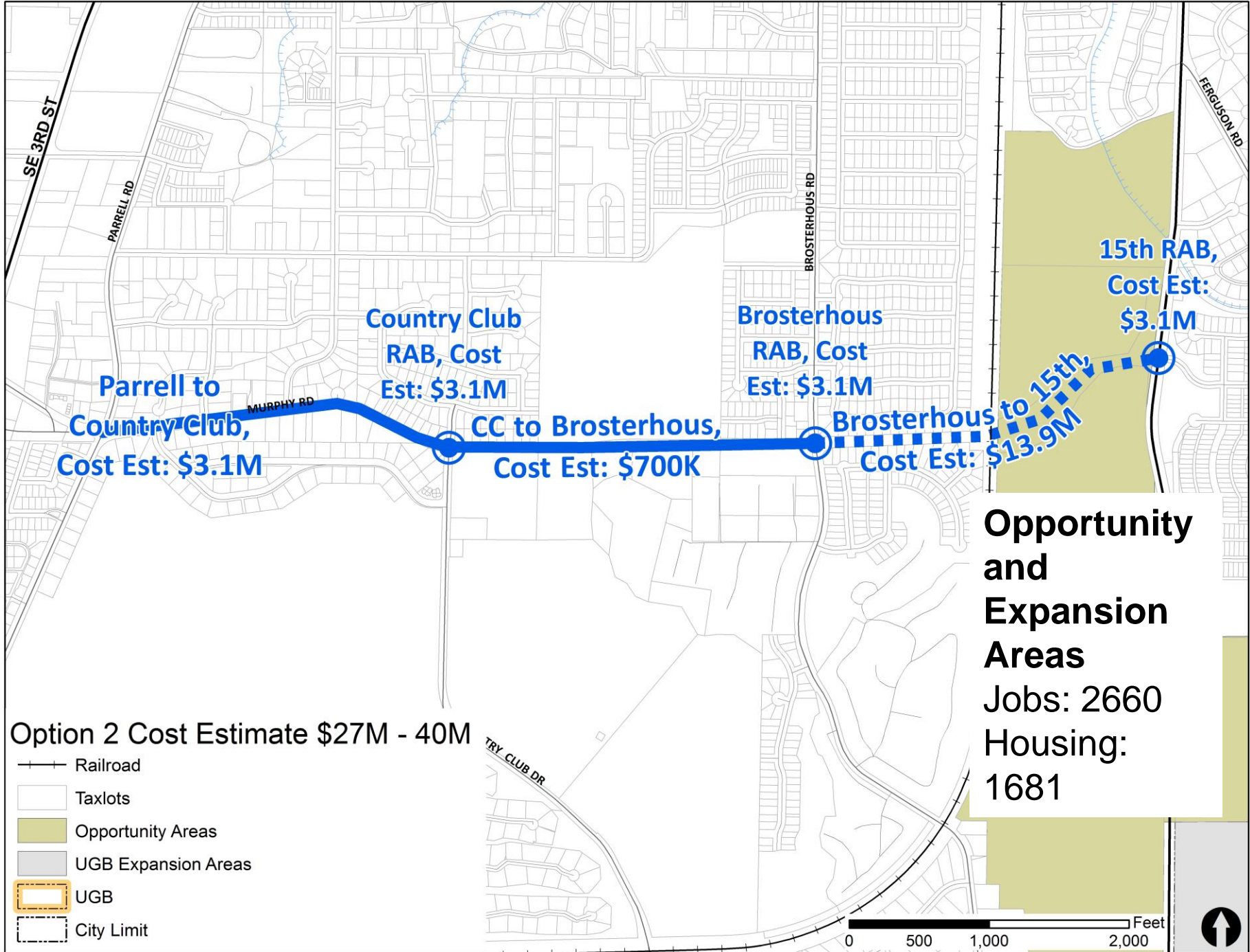


Pros

- Improves access and connectivity
- Integrated Land Use and Transportation Plan project to reduce VMT
- Roundabouts improve safety
- Removes neighborhood barriers to Ponderosa Elementary School and Pine Nursery Park
- Access to future housing
- Preliminary design in 2009
- Right of way for extension

Cons

- Estimated cost will use the entire reserve and allocation
- Added traffic to unimproved Empire/Highway 97 interchange
- Empire corridor safety record (rates and severity of crashes) are not as bad as the Murphy corridor.
- Old cost estimate
- May preclude expansion area funding partnerships



OPTION 2: MURPHY ROAD CORRIDOR (\$27-\$40 MILLION CLASS 5 ESTIMATE)



- Full design and construction of Murphy Corridor
- Lack of funding capacity to fully construct this project without outside funding
 - Unable to complete any other large transportation projects
 - No funding set aside for public/private partnerships



OPTION 2: MURPHY EVALUATION

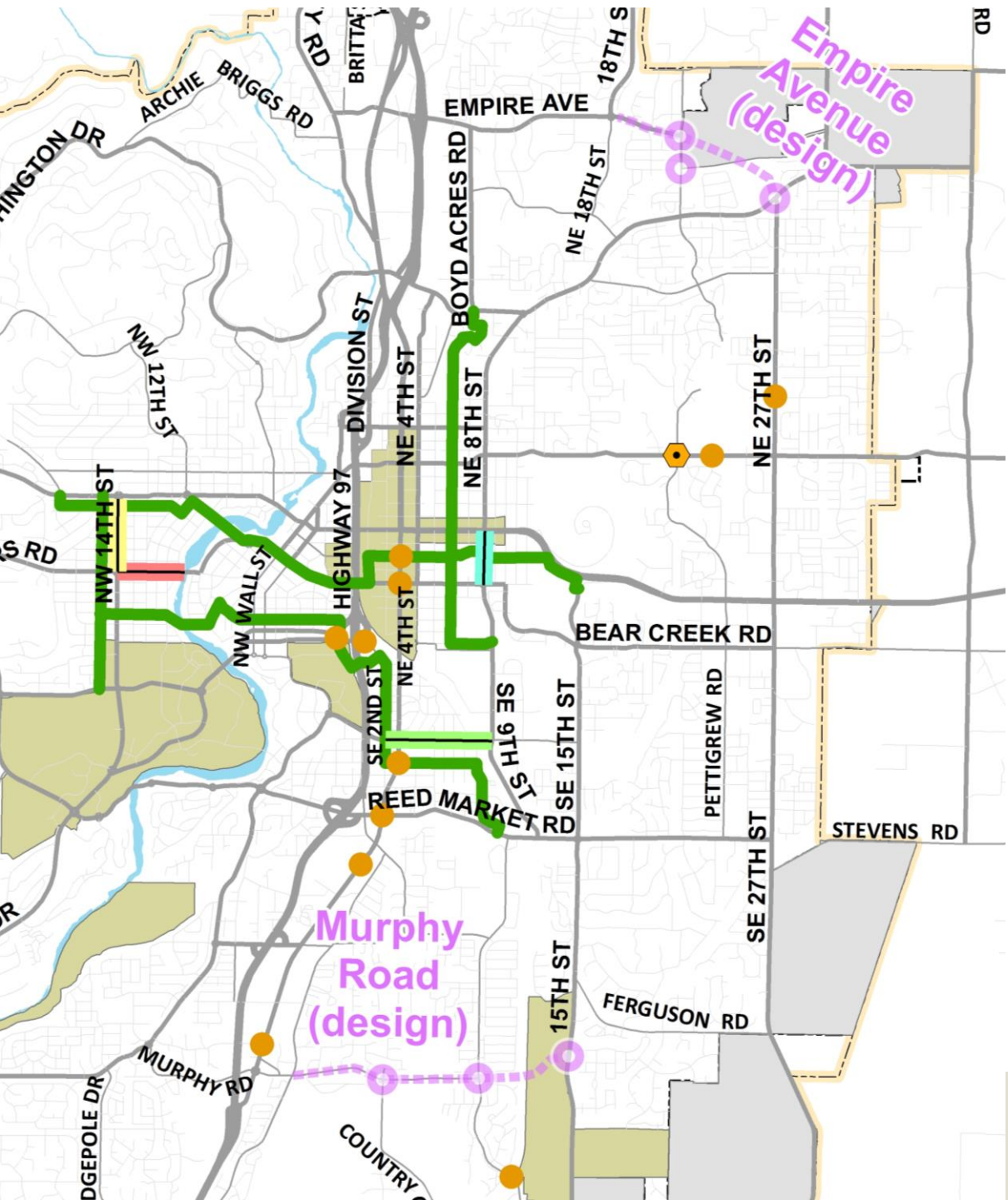


Pros

- Improve access and connectivity for SE Bend
- Future access to over 1,600 housing units
- Identified in the ILUTP as a needed connectivity project to reduce VMT.
- Roundabouts improve safety and efficiency – high crash rates compared to Empire Corridor
- Improves emergency services response times to SE Bend with a new bridge over the railroad and connection to 15th

Cons

- Estimated cost will use the entire reserve and allocation
- May preclude expansion area funding partnerships
- Opportunity cost for other projects and other parts of the City



OPTION 3: BLENDED



- Citywide Safety Projects
- ⬡ Neff & Purcell
- 14th Street Reconstruction
- 8th Complete Street
- Galveston Street
- Wilson Complete Street
- Neighborhood Bikeways
- Opportunity Areas
- UGB Expansion Areas
- UGB
- City Limit

OPTION 3: BLENDED APPROACH (\$23 MILLION)



- Fund the following projects out of reserves:

	Amount (in Millions)
Design of Empire and Murphy (\$4M each)	\$ 8
Galveston Corridor Improvements	4
Complete Street Corridors	3
14th (Galveston to Newport)	3
Bike Greenways	1
Set aside \$ for future public/private pshp.	5
	<hr/> \$ 23

- Leaves approx. \$12M to cash fund future growth projects and/or participate in public/private partnerships
- Preserves debt capacity to issue long term debt for future construction

OPTION 3: BLENDED EVALUATION



Pros

- Completed designs for Empire and Murphy sets up partnerships
- Complete designs set up a potential bond
- Give Citywide Transportation Funding Committee time to propose funding strategies
- Provides geographic and mode equity
- Begin UGB Expansion Area partnerships
- Projects support core and infill areas housing
- Street reconstructions improve PCI
- Wilson, 8th, Galveston and Safety Projects supported by Accessibility Committee

Cons

- Blended approach will not result in the construction of one large corridor
- Requires more upfront staffing

STAFF RECOMMENDATION

Option Three: Blended Approach

- Prudent and Flexible
- Creates targeted partnerships
- Financially responsible
- Geographic and mode equity
- Projects support infill areas and expansion
- Consistent with priorities



Next steps

- Final budgets and program CIP – for council action
- Begin hiring project managers
- Initiate Citywide Committee