

## MVNA Minutes: General Membership Meeting – Nov. 4, 2019

When: November 4, 2019

Where: St. Francis School Community Room

In Attendance: MVNA board, neighbors, and special guests. Guest Speaker: Eric King

1. Meeting Starts at 5:11 after 30 minutes of community table mingling
2. Beth introduces Board and Eric King, emphasizing transportation plan and possible bond.
3. Eric King's Presentation: Transportation Plan Update Transportation is key to livability and balancing the many needs and opinions of citizens is a challenge.
  - a. Addresses changes in population and number of people moving to Bend; highlights that Bend is providing more diversity for job and economic growth and how do we avoid excluding people by making it too expensive to live here...
  - b. Transportation in Bend
    - i. Five Things You Need to Know
    - ii. Development patterns – the grid was the first planning type but Bend was not developed with the idea of growth, so the grid was not followed through and instead neighborhoods tacked in, meandering rivers, landscape challenges, etc.
    - iii. Growth Cycle – Money for infrastructure growth was most prevalent in post-WWII years, and by the 80s most funding had ended so Bend city had to fund most infrastructure and therefore money can be a factor in dealing with growth
    - iv. Property Tax Restriction – the restrictive property tax measure has created a shortage in funding (1990 and 1996) because what properties can be taxed at is set from 1981.
    - v. Transportation as a Utility – the infrastructure that we use for transportation is not funded like infrastructure for water, sewage, etc. Most transportation funding comes from a fuel tax – a federal and a state tax. This is the primary funding source and is most likely not sustainable as vehicle mpg improves, etc. New funding sources are being explored. In other words, our taxes don't exactly pay for our roads.
    - vi. Development Revenue is Volatile – yes, we can tax more for new developments, but this is a volatile source of money as it comes and goes with development cycles and it takes a while – if not years – to gather the funds for projects. On average, 12 million per year is collected from building fees. In the worst of the recession years, 1 million was collected.
    - vii. Property Taxes – Bend gets about \$528 of revenue from property taxes each year from a property with the median taxed assessed value. That is lower than comparable cities in Oregon. The permanent tax rate is locked in by State law. EX) Gresham is \$623, Hillsboro is \$705, and Redmond is \$836. Redmond's rate is triple what Bend has.
    - viii. So, what can City do to improve transportation? Can't just ask for more money, although Council has raised fees from developers, right-aways and that has allowed for new projects to get funded. 2011 transportation

bond has brought about some safety projects, like safer intersections, Empire corridor project, 27<sup>th</sup> improvements, etc. Empire and Murphy getting completed is about 60 million.

c. Project and Program Lists

- i. Project and Program Lists for Future – Susanna takes over the presentation. CTAC has been creating lists of projects that are in near, mid, and long-term range. Key needs – east/west connectivity, safety improvements, bike access, sidewalks, etc. Over 1,000 participants were involved in sharing ideas to CTAC and there were over 3,000 comments submitted.
- ii. Near-term list – the City Council will work on prioritizing that list. 1-10 years
  1. Capital Improvement Program – already funded projects (like Conners and 27<sup>th</sup>, Wells Acres and Butler Market. There are interactive maps available on the City website.
- iii. Mid-Term – 11-16 years
- iv. Long-Term – 17-20 years
- v. Expansion Driven
- vi. Key Bike/Ped Routes – creating connected routes for bikes and peds that will provide complete routes to move across town in all directions.

d. Funding

- i. Bonds, Transportation Utility Fees, Urban Renewal Funding, Transportation System Development Charge Increases, other vees – vehicle registration/ food and bev. tax / etc.
- ii. General Obligation Bonds can only pay for certain things – so that needs to be kept in consideration as it will only do one part of the puzzle on transportation funding. Things like street maintenance are paid for via other sources.

Questions and Answers Portion – begins at 5:45 pm.

1. What is the definition of intersection improvements? A – it depends on what is needed; it can mean a new signal, it can be striping, it can be a roundabout, etc. So, it depends upon the intersection's needs.
2. A recent initiative for the safe streets money – when will the results of those be out? A – The neighborhood street safety program will be decided by the Neighborhood Leadership Alliance and the new projects will be funded and started next seasons. Q – this is not CIP money? A – no this is money in addition to the CIP projects (capital improvement projects). There was such a demand though, the City is now considering adding a category for this type of street safety requests to the bond.
3. What is the near-term for Purcell to be completed? A – it would be within the next ten years. Q is asked to clarify who will pay / how will developer be part of it. A – the traffic is dictating that the street needs to be dealt with independent of the developer.
4. What is the possibility of a roundabout or a traffic light at 27<sup>th</sup> and Wells Acres? A – It is not on the list to their knowledge.

5. What is the possibility of reducing train interruptions? A – Yes, they are looking at how to take Reed Market up and over the train tracks, but the money wasn't there yet. Now the money is here and they need to decide to if they will need to build up and over.
6. 27<sup>th</sup> and Conners? A – yes, 27<sup>th</sup> and Conners is funded. Q – what is the plan? A – there is not a decision yet, but after analysis there will be a decision for a signal vs. a roundabout. The funding is there and something will happen. And, it is in the 5-year bucket. Wells Acres and Butler, Conners and 27<sup>th</sup>, and Empire and 27<sup>th</sup> – all will be done within 5 years.
7. Q – what are you doing at Revere and Olney and 8<sup>th</sup>? A – after analysis, there will be a decision.
8. Q – which, if any, of the funding sources will collect from tourism? A – funding work group is recommending that funding sources be diversified and the one that might target tourists would be seasonal fuel taxes and targeted sales tax on food and beverage. Transient road tax is on hotels and 70% of that must be used for marketing, so raising that is not helpful because it simply raises marketing.
9. Q – why do names for roads change? A – when streets were connected, one reason is that people didn't want to change addresses and then issue was tabled and it is now part of the Bend character: a street with five names.
10. Q – There is a lot of analysis that goes into deciding roundabouts, but why are some of the roundabouts in MVNA are not as pretty. Why are the aesthetics of roundabouts or intersections not as nice? A – there is a non-profit group that places the art and designs them. There is a case-by-case decision-making process for each roundabout.

4. Barb Campbell – City council liaison Q and A portion. Begins at 6:05 pm.

Opening remarks – she shares that concerns on the east side of Bend are her concerns as well as she also lives on the east side. She also shares that she has heard many concerns from neighbors regarding 27<sup>th</sup> Avenue and how it will change with new traffic patterns. First, she assures that no one on City is considering widening 27<sup>th</sup> to a major 5-way thoroughfare and that this was stated at a City council meeting. **Follow up – this is not accurate; Ms. Campbell was mistaken. The City has maintained right to revisit the widening of 27<sup>th</sup> in the long-term future.** (See minutes of December meeting for further information) Second, she addressed vehicle miles traveled (vmt) and that everyone in city needs to be decreasing vmt. How do we do this? Through development to provide shopping, etc. so that people don't have to drive to get things. Third, she says that only 10% of traffic on 97 are people using 97 as through traffic. Fourth, she says that there are rules about freight going through the city. Fifth, she reminds about the importance of utilizing public transit to improve movement of people. Sixth, she talks about adding more pedestrian refuges / pedestrian islands. Overall, she sees opportunities to improve 27<sup>th</sup>.

Q – Barb is asked if there are improvement plans for snow removal. A – Barb says the inconsistency in snow fall creates difficulty in having enough equipment. She does say there are improvement to our snow emergency plan.

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Q – Deschutes Market Road serving as a conduit from Redmond. What is happening there? A – Eric King responds that the County is looking at that and there has been opposition from neighbors and the project has stalled out.

Q and A ends 6:25 pm

5. Beth then opens to the business part of the meeting. Voting for board positions and general meeting evaluation. Jason Barber steps in as a write-in candidate for a board position.

6. Neighborhood Street Safety Program presentation – a brief overview of the program and selection process.

7. Meeting Adjourns at 6:43.