

M E M O R A N D U M

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TO: **MAYOR AND CITY COUNCIL**
FROM: **ERIC KING**
SUBJECT: **WEEKLY REPORT**
DATE: **JULY 26, 2019**



CITY OF BEND

Upcoming City Council meetings and other events

- July 30, Council Stewardship Subcommittee, 3:00 p.m. at City Hall in the Council Chambers
- August 5, CIP Tour, 9:00 a.m. to 12:00 p.m. meet at City Hall
- August 7, work session at 5:00 p.m., regular meeting at 7:00 p.m. at City Hall in the Council Chambers
- August 20, Joint meeting with Deschutes County Commissioners, 1:00 p.m. – 3:00 p.m., at Deschutes Services Building, 1300 NW Wall Street, Barnes/Sawyer Rooms
- August 21, work session at 5:00 p.m., regular meeting at 7:00 p.m. at City Hall in the Council Chambers
- August 26, Council Community Building Subcommittee, 3:00 p.m. at City Hall in the Council Chambers

Council Subcommittees

The Council Stewardship Subcommittee, including Councilor Campbell, Councilor Abernethy, and Councilor Piper, is scheduled for July 30, 2019 at 3:00 p.m. at City Hall in the Council Chambers. At this meeting, the Subcommittee will hear recommendations from the Climate Action Steering Committee on the Community Climate Action Plan.

The Community Building Subcommittee will meet on August 26, 2019 at 3:00 p.m.

Meeting materials are available here: <https://www.bendoregon.gov/government/city-council/council-subcommittees>

INFRA Grant

The trip in May to Washing DC for Mayor Russell, Councilor Livingston, County Commission Chair Henderson, Bend Chamber President Katy Brooks and myself was a success! The trip was to advocate for federal INFRA Grant funding, this week it was announced that Bend has been awarded over \$60 million for the US 97 Bend North Corridor Improvement Project.

The attached list from the U.S. Dept. of Transportation is of the Proposed Project Selections. Bend's award stands out for a number of reasons. Mostly because the bigger projects on this list are primarily on interstates or for major facilities in big metro areas. Also, this is the biggest award on the entire West Coast! [Click here to read the press release](#) from the U.S. Department of Transportation.

2019/20 Slurry Seal Program Update

As you know, this program allows the Streets & Operations Department a cost effective tool to preserve existing paved streets by applying a thin layer of asphalt. Slurry Seal is a mixture of an approved Latex Modified emulsified asphalt, mineral aggregate, water, and specified additives which provides a new wearing surface on the city's existing asphalt streets. Slurry seal is typically applied to streets that are in fair to good condition, it slows down the asphalt aging process and significantly reduces vehicle road noise. Using slurry in conjunction with the crack seal program is proving to be the most cost-effective method of "keeping our good roads good". Crack sealant is applied to any cracks in the street to prevent moisture from entering the sub-base and causing further deterioration, about a year later a layer of slurry is applied.

The end result is a cost effective, smooth riding surface that is aesthetically pleasing and also protected from moisture intrusion, ultraviolet rays, vehicle traffic wear and the effects of our climate here in Central Oregon.

As of July 26 the Slurry Program has successfully completed the planned 58 lane miles for this construction season.

The photos were taken while applying the slurry application in the Morning Star neighborhood.



CIP Tour Reminder

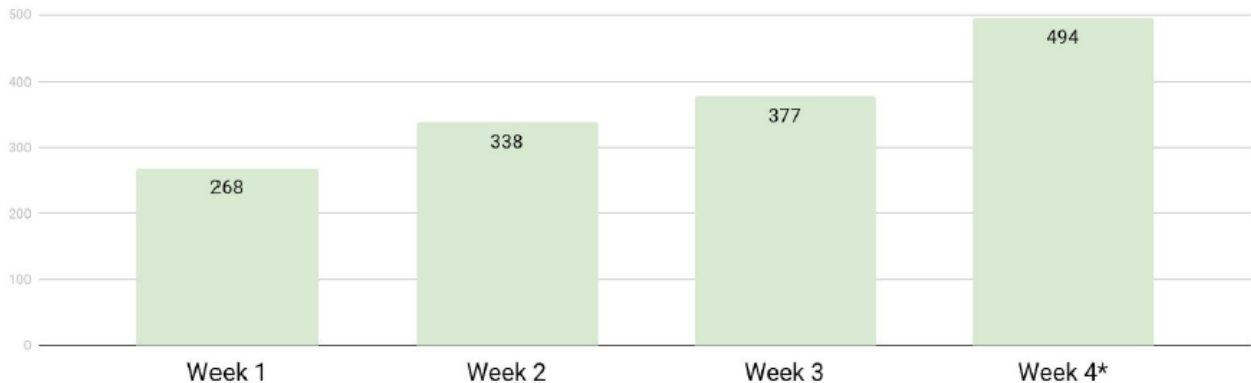
The CIP Tour is 9:00 a.m. to noon on Monday, August 5. The bus departs City Hall at 9:00 a.m., so please arrive a few minutes early. The CIP Tour will highlight projects throughout Bend, including the new fire station, neighborhood greenways, affordable housing development, the Empire improvements and the airport. The CIP Tour Map is attached for reference. If you have questions about the CIP Tour, contact Anne Aurand at aaurand@bendoregon.gov.

Ride Bend Update

OSU-Cascades Casey Bergh sent the following graph showing weekly growth and statistics on the Ride Share program. The Ride Share program is being promoted through social media, distribution of promo cards and word of mouth, as well as the Oregon State University-Cascades and Cascades East Transit websites.

Through July 24: 1,250 App accounts created, transporting almost 1,100 passengers with average wait time of <5 minutes.

Weekly Passengers



**Week 4 is not yet complete, projected total based on WoW growth already seen in Monday - Wednesday of Week 4*

Casey will be have an update for Councilors at the next City Council meeting.

BEDAB Update from Ben Hemson

BEDAB Schedule for August

With a number of BEDAB members out of town in July, we've treated this month as the off-month for BEDAB meetings rather than the traditional August. Both the BEDAB regular meeting and Advocacy Subcommittee meeting were cancelled, we'll plan on reconvening in August with the following schedule:

- BEDAB Regular Meeting: Monday, August 19th, from noon-2 in Council Chambers
- BEDAB Advocacy Meeting: Monday, August 26th from noon-1:30 in the Awbrey Butte Conference Room

Please let me know if you won't be able to make one of those dates, especially the August 19th meeting.

Bend Receives an INFRA Grant!

In case you missed it, on Monday evening Bend was announced as one of the recipients of a US Department of Transportation INFRA Grant to address the area between Cooley and Empire on US-97. ODOT will receive \$60.4 million from the federal government to pair with the \$50 million award as part of the Oregon Legislature's transportation package from 2018. There are also some local matching dollars that will go toward the project.

Tuesday's article [on the award in *The Bulletin* quotes an ODOT representative](#) saying a complete reconstruction of the area could cost \$250-\$350 million so expect to hear updates on how the project will move forward at future meetings. ODOT needs to begin moving forward by 2020 to ensure the funds are awarded, so this remains a topic BEDAB will want to keep up to speed on.

You can see [a full list of projects that received awards](#) here, posted by (the interestingly named) *Maritime Executive* magazine.

Opportunity Zone Update

I've received a flurry of requests for more information on [Opportunity Zones](#) over the past few weeks. While the federal tax incentive program was met with plenty of enthusiasm in mid-2018 when Bend received designation for three census tracts in town, development interest was tempered by a slow rollout of rules and investment guidance from the IRS and US Treasury. While there are still some questions that remain unanswered a slate of clarifications were issued in the spring that seem to have generated renewed interest.

If this is a topic you're tracking, [here's a good rundown of recent rules and clarification](#). If you know of anyone that would like to know more, I'm happy to meet with them to provide an overview; however, for investment specific or in-depth questions I've been recommending interested investors contact a CPA or lawyer with experience on Opportunity Zones.

Apropos of Nothing

If you enjoy old maps and pondering how Bend has grown, I've attached a look at the Deschutes County Comprehensive Plan looking forward to 1990 from 1969. I stumbled across the map on social media, if nothing else it's interesting to see which parts of town shook out as planned and where later changes were implemented. You'll note plenty of riverfront industrial land due to the wood products sector.

Attachments

- Council Schedule
- Proposed Project Selections
- CIP Tour
- Deschutes County Comprehensive Plan



Date	City Council / BURA Schedule	Agenda Material Due Dates (Legal/Finance) Final
July 31	Council Stewardship Subcommittee, 3 p.m. Council Chambers <ul style="list-style-type: none"> Community Climate Action Plan Recommendations 	
August 5	CIP Tour, 9 a.m. to noon	
August 7	<p>Work Session</p> <ul style="list-style-type: none"> Municipal Court Update <p>Executive Session</p> <p>Regular Meeting</p> <ul style="list-style-type: none"> Executive Fire Officer Program, National Fire Academy Public hearing regarding surplus property at the corner of NW 3rd and NW Roanoke Woodriver Village Sidewalks Septic to Sewer Construction Management Contract GMP Amendment to the Murphy Corridor Improvements Project (1XMCI) Approve an amendment for the Empire Corridor Improvements CM & inspection services with OTAK Second reading to repeal plastic bag ordinance Amethyst Mahogany construction contract Repeal the resolution surplusizing Roanoke property Vacation petition for a right-of-way for an alley west of 4th Street to the Parkway 	(July 24) July 30
August 20	Joint meeting with Deschutes County Commissioners, 1-3 p.m. Barnes Sawyer Room	
August 21	<p>Work Session</p> <p>Regular Meeting</p> <ul style="list-style-type: none"> Resolution for eminent domain for the Murphy Corridor Improvements Project Juniper Ridge - Amendment #1 - Council Resolution Hearing Proceed with either approval of the sale of the Roanoke property (at market rate) or resolving to keep it as is 	(August 7) August 13
August 26	Council Community Building Subcommittee, 3 p.m. Council Chambers	

September 4	<p>Work Session</p> <ul style="list-style-type: none"> • DBBA Update and discussion of Downtown Events <p>Regular Meeting</p> <ul style="list-style-type: none"> • Design Services Amendment to the Murphy Corridor Improvements Project • Welcoming Week Proclamation (Councilor Piper) • Public hearing on vacation of a right-of-way for an alley west of 4th Street to the Parkway 	(August 21) August 27
September 18	<p>Work Session</p> <p>Regular Meeting</p> <ul style="list-style-type: none"> • Waldorf Education's 100th Anniversary Year 	(September 4) Sept. 10
October 2	<p>Work Session</p> <p>Regular Meeting</p>	(September 18) Sept. 24
October 16	<p>Work Session</p> <p>Regular Meeting</p>	(October 2) October 8

Work Session future topics to be scheduled

- Quarterly Council- Board/Commission check-ins (2nd meeting January, April, July, October)
- Town Gown Committee Discussion (Jon)
- Opportunity Zones
- Airport Master Plan kick off (2019)
- Phase 2 Ameresco contract
- TID and Tumalo Creek Update
- ODOT IGA for 3rd Street (Empire to Greenwood)
- Restaurant parking requirements (as part of Code update)
- Lines for Life (Chief Porter)
- Update/check-in presentation on the Southeast Area Plan
- Pahlisch NE (Petrosa)
- CET update (August or Sept. Nick Arnis)
- Bend Parkway Plan and Right –in Right Out entrances (August or Sept. Nick Arnis)

Regular Agenda future topics to be scheduled

- Public hearing on vacation of Glenwood & Alden
- Pump Station Decommissioning
- Citywide Safety Improvements – Approval of construction contract for 3rd & Hawthorne and

Franklin

- Council adoption of amendments to Juniper Ridge Plan

FY 2019 INFRA Proposed Project Selections

Large Projects

I-10 Congestion Relief: Mobile River Bridge and Bayway

Alabama Department of Transportation

Mobile, Alabama

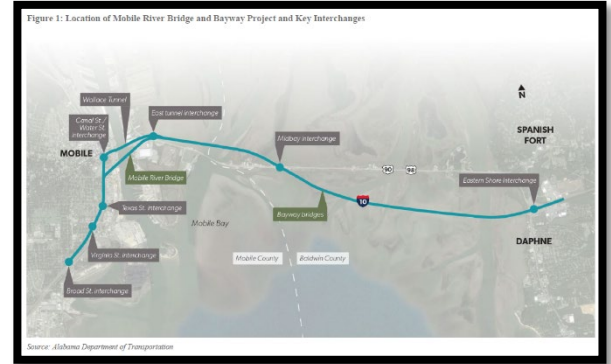
Proposed Award: \$125,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$2,292,060,227

Estimated Minimum Non-Federal Funding: \$1,385,374,038

Urban-Rural Designation: Urban



Project Description

The Alabama Department of Transportation will be awarded \$125 million to construct a new six-lane cable-stayed bridge with more than 215 feet of vertical clearance to carry I-10 across the Mobile River channel. The project also includes replacing the existing I-10 Bayway Bridges, reconstructing multiple interchanges along I-10, and installation of ITS and tolling systems.

Project Benefits

The project supports economic vitality by reducing travel times and congestion on Interstate 10. The project will increase capacity, alleviate congestion, reduce crashes, provide a direct interstate route for hazardous material transport, minimize adverse impacts to the maritime industries, and improve resiliency to storm surges. The project will be delivered through a public-private partnership, incorporating innovative technology and relying on innovative financing. The project's non-Federal leverage was in the second highest quintile of large project applications.



I-17: Flexible Demand

Arizona Department of Transportation
 Maricopa & Yavapai Counties, Arizona

Proposed Award: \$90,000,000
 Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
 Estimated Future Eligible Project Costs: \$192,300,000
 Estimated Minimum Non-Federal Funding: \$96,800,000
 Urban-Rural Designation: Rural

Project Description

The Arizona Department of Transportation (ADOT) will be awarded \$90 million to add capacity on a rural, mountainous stretch of I-17 north of Phoenix. The project includes the construction of two new flexible (flex) lanes between Black Canyon City (MP 244) and Sunset Point (MP 252), as well as the construction of an additional southbound through lane between Table Mesa Road (MP 237) and the Black Canyon City interchange (MP 244).

Project Benefits

The project supports economic vitality and generates regional economic, mobility, and safety benefits through travel time savings, accident reductions and operating and emissions costs savings. The project contributes to the goals of safety, environmental sustainability and congestion relief through the reduction in congestion and delays due to the added lanes. The addition of flexible lanes to optimize traffic flow requires the use of innovative transportation technology, and innovative project delivery approaches will be used to manage delays during construction. The project's non-Federal leverage was in the third quintile of large project applications. As an accountability measure, the sponsor has agreed to forfeit or return up to 10% of this award if the project does not meet specific construction start and completion dates.

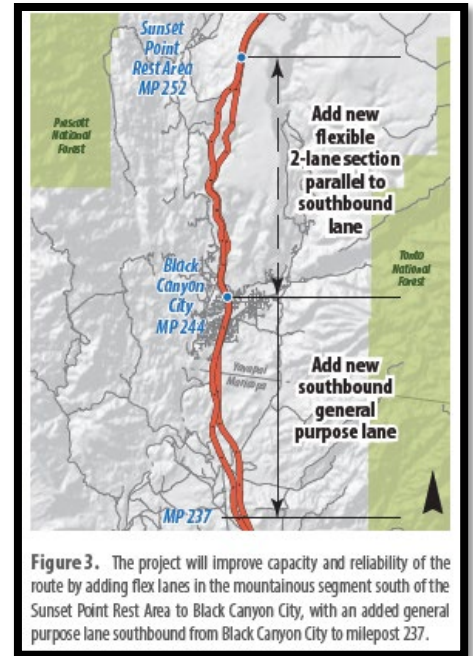


Figure 3. The project will improve capacity and reliability of the route by adding flex lanes in the mountainous segment south of the Sunset Point Rest Area to Black Canyon City, with an added general purpose lane southbound from Black Canyon City to milepost 237.

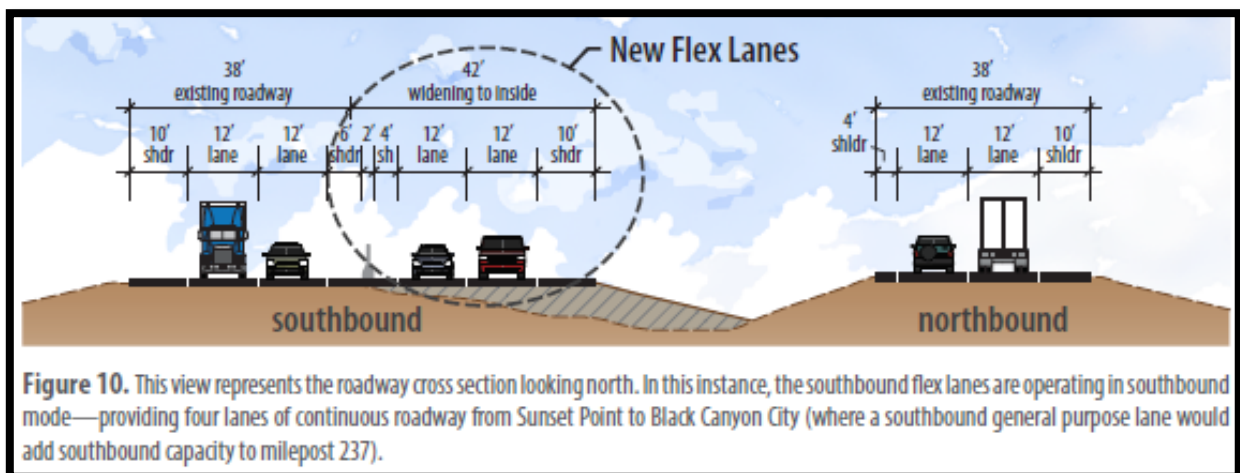


Figure 10. This view represents the roadway cross section looking north. In this instance, the southbound flex lanes are operating in southbound mode—providing four lanes of continuous roadway from Sunset Point to Black Canyon City (where a southbound general purpose lane would add southbound capacity to milepost 237).

I-15/French Valley Parkway Improvements Phase 2

City of Temecula, CA

Temecula, California

Proposed Award: \$50,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$110,131,181

Estimated Minimum Non-Federal Funding: \$58,528,821

Urban-Rural Designation: Urban

Project Description

The City of Temecula will be awarded \$50 million to construct a two-lane northbound collector/distributor system along I-15 from the Winchester Road/I-15 interchange to the I-15/I-215 junction. The collector-distributor system will be barrier-separated from the mainline highway and is approximately 3.3 miles long. The project represents Phase II of a larger three-phase project to increase capacity on I-15.

Project Benefits

The project will generate regional economic, mobility, and safety benefits via travel time savings, safety, and emissions savings. The project contributes to the overall goals of safety and congestion reduction by eliminating weaving from northbound drivers attempting to merge between the Winchester Road interchange and the I-215 junction. The project's non-Federal leverage was in the third quintile of large project applications.

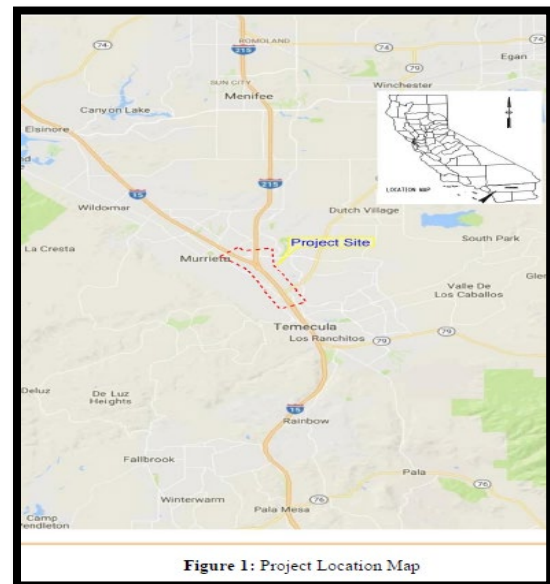


Figure 1: Project Location Map

Cape Canaveral Spaceport Indian River Bridge Replacement & Space Commerce Way Connector

Space Florida

Brevard County, Florida

Proposed Award: \$90,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$165,000,000

Estimated Minimum Non-Federal Funding: \$42,000,000

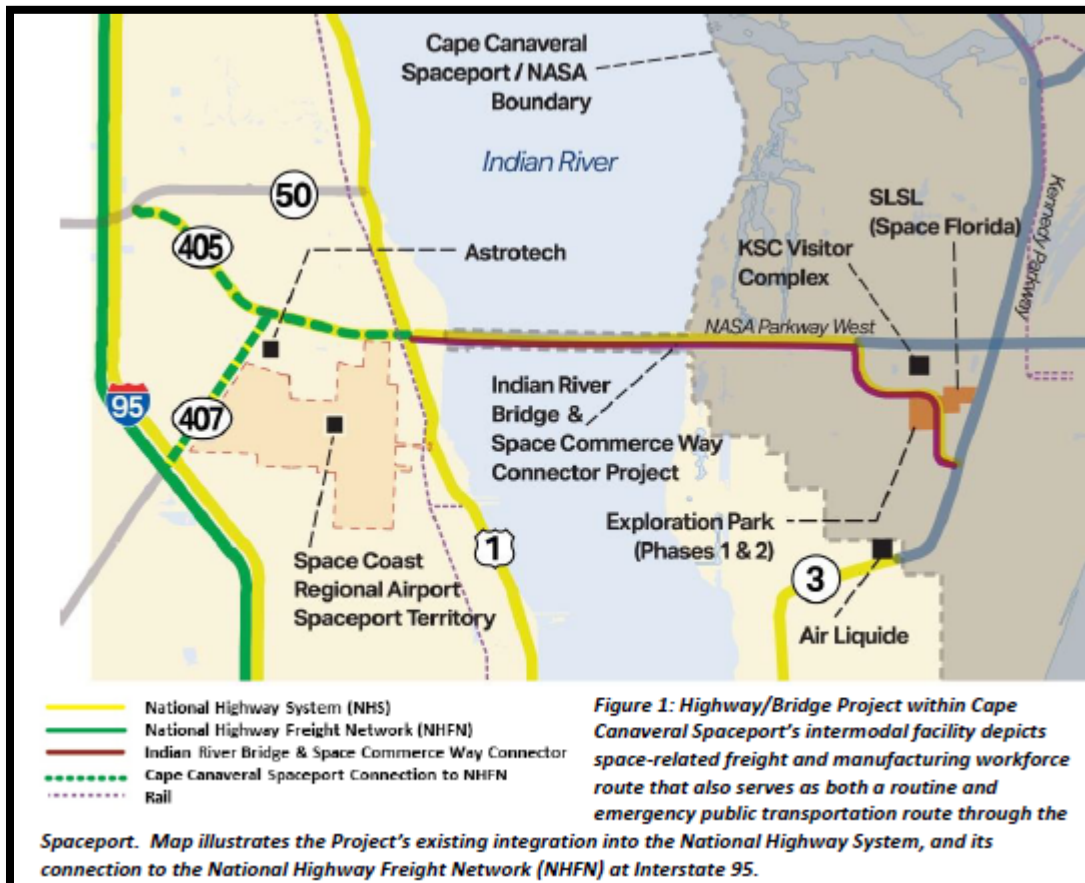
Urban-Rural Designation: Rural

Project Description

Space Florida will be awarded \$90 million to replace the Cape Canaveral Spaceport Indian River Bridge with new twin high-level bridges, widen approximately 2.7 miles of Space Commerce Way, and rehabilitate approximately 3.7 miles of NASA Parkway West.

Project Benefits

The project supports economic vitality by widening Space Commerce Way, which will allow transportation of oversized vehicles to launch sites and provide access to daily visitors accessing the Kennedy Space Center Visitor Complex. The project supports innovation by deploying fiber optic cable, dynamic messaging, CCTV cameras, microwave vehicle detection, Bluetooth travel time sensor, bridge security systems, and load monitoring systems. Although the project's non-Federal leverage was in the fifth quintile of large project applications, the sponsor has identified revenue sources for long term maintenance, including user fees, parking fee assessments, and revenue share of income from events.



Howard Street Tunnel Project

Maryland Department of Transportation
Baltimore, Maryland

Proposed Award: \$125,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$40,000,000

Estimated Future Eligible Project Costs: \$441,000,000

Estimated Minimum Non-Federal Funding: \$213,000,000

Urban-Rural Designation: Urban



Project Description

The Maryland Department of Transportation will be awarded \$125 million to raise the vertical clearance of the Howard Street Tunnel to allow CSX to operate double-stack trains throughout its primary intermodal network. The project will rebuild CSX's Howard Street Tunnel, raise clearances at approximately 22 existing grade-separated crossings, and relocate the Camden Street Storm Sewer Line Project under the Howard Street Tunnel.



Project Benefits

The project supports economic vitality by enabling rail operating efficiencies, reducing costs for container shipments from growth at the Port of Baltimore, and reducing negative impacts from truck travel due to mode shifts to rail. The project supports innovation through use of drones for surveying activities to support project delivery, and will receive substantial co-investment from the private sector. The project's non-Federal leverage was in the third quintile of large projects, and the project will be maintained by the operating railroad.



Madawaska International Bridge Replacement Project

Maine Department of Transportation

Madawaska, Maine

Proposed Award: \$36,000,000

Portion of Proposed Award Subject to 23 U.S.C.

117(d)(2): \$0

Estimated Future Eligible Project Costs: \$71,500,000

Estimated Minimum Non-Federal Funding:

\$35,500,000

Urban-Rural Designation: Rural

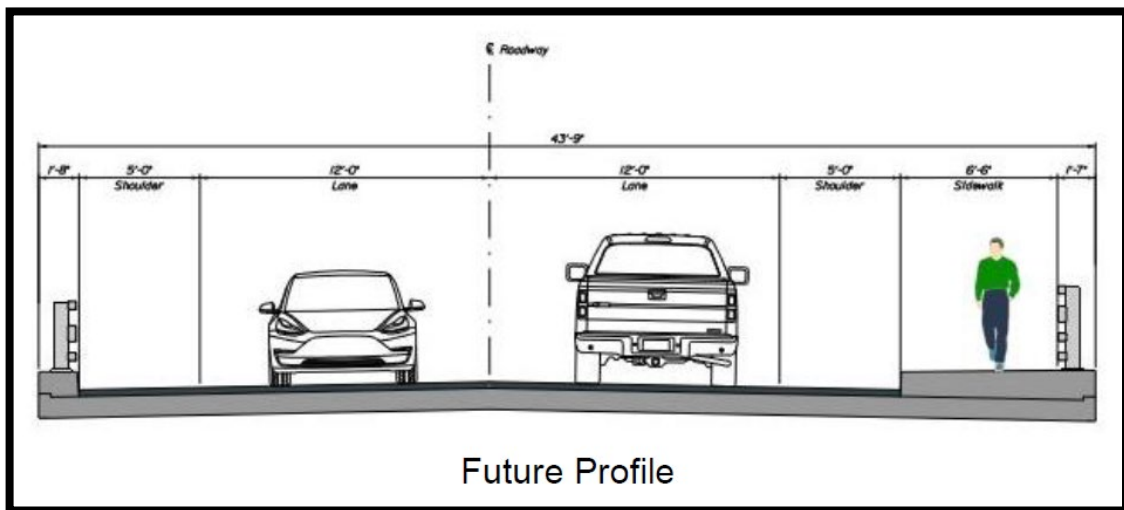
Project Description

Maine DOT will be awarded \$36 million in grant funding to replace the Madawaska International Bridge, a US-Canada border crossing bridge over the Saint John River that connects the towns of Madawaska, Maine, and Edmundston, New Brunswick. The new bridge will have wider travel lanes, shoulders, and a wider sidewalk. It will also have increased load capacity, a redundant structural system, and modern guardrails.



Project Benefits

The project supports national economic vitality by facilitating the movement of goods and people in a rural area of the U.S., ensuring they have access to jobs and commerce in neighboring area of Canada. Replacing the obsolete century old bridge with a more structurally sound and modern crossing will generate safety benefits for motorists, pedestrians, and bicyclists alike. The project will incorporate innovative technology such as dynamic signage to manage congestion and queuing at the Ports of entry. The project's non-federal leverage was in the third quintile of large project applications.



I-70 Rocheport Bridge & Mineola Climbing Lanes Project

Missouri Department of Transportation

Montgomery, Boone & Cooper Counties, Missouri

Proposed Award: \$81,200,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$255,801,380

Estimated Minimum Non-Federal Funding: \$168,112,380

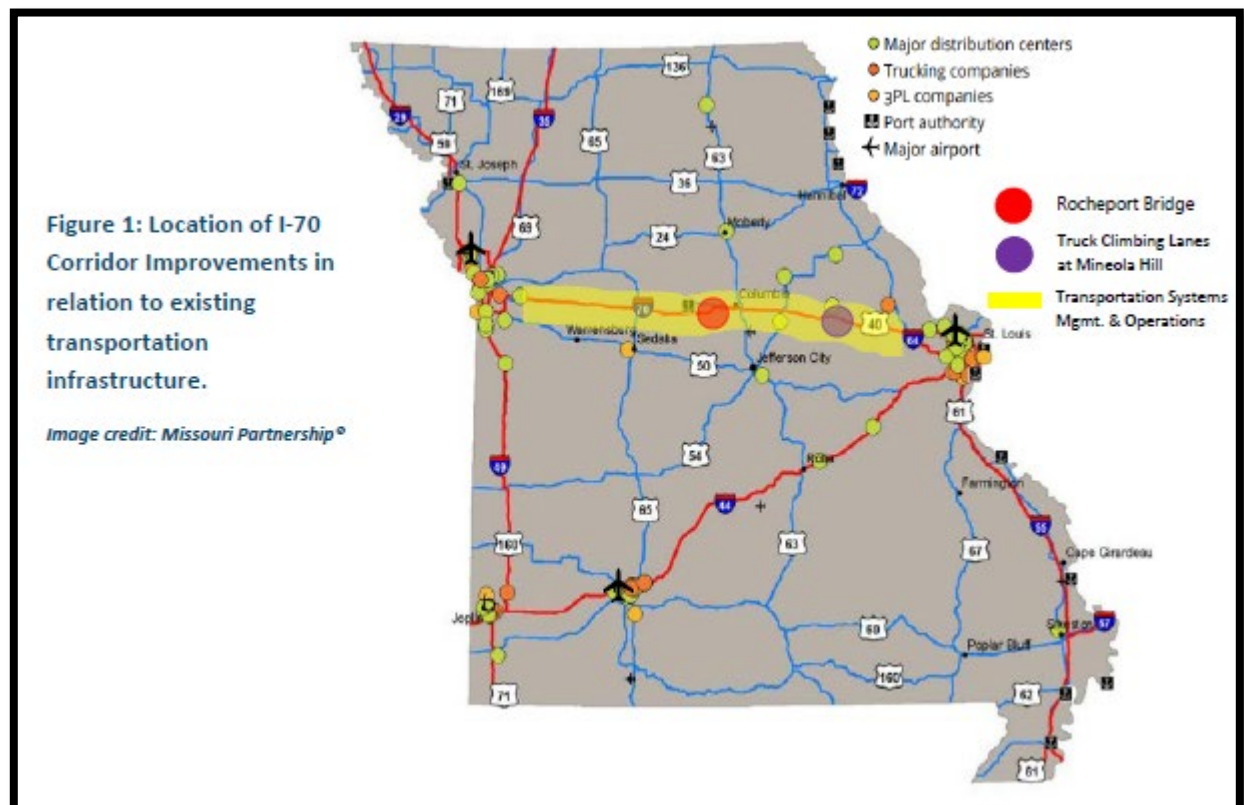
Urban-Rural Designation: Rural

Project Description

Missouri DOT will be awarded \$81.2 million in INFRA funds to complete two critical upgrades along I-70. The project includes replacing the Rocheport Bridge over the Missouri River (a 60-year old fracture critical facility nearing the end of its service life), and constructing 1.2 miles of east-and west-bound truck climbing lanes near Mineola Hill to improve traffic flow.

Project Benefits

The project supports national economic vitality by maintaining and improving a vital freight corridor carrying interstate traffic. The Rocheport bridge carries more than 12.5 million vehicles per year, including 3.6 million trucks. Replacing the aging facility will avoid hours of possible future detours for freight and passengers traveling across Missouri. The Mineola Hill climbing lanes will generate safety and mobility benefits for both cars and trucks traveling at different speeds along that segment of I-70. The project incorporates innovative project delivery methodology, with the sponsor adopting multiple “Every Day Counts” initiatives into the project. The project’s non-Federal leverage was in the second quintile of large project applications.



SR 76 Freight and Capacity Improvements

Mississippi Department of Transportation

Itawamba County, Mississippi

Proposed Award: \$52,400,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$96,000,000

Estimated Minimum Non-Federal Funding: \$20,240,000

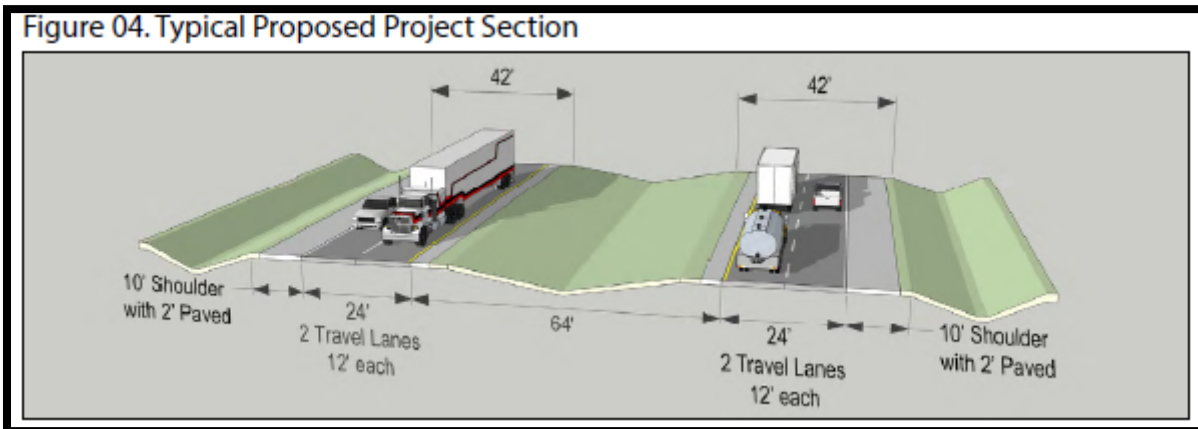
Urban-Rural Designation: Rural

Project Description

The Mississippi Department of Transportation will be awarded \$52.4 million to build a new 8.3-mile segment of a four-lane divided arterial, which will complete the ADHS (Appalachian Development Highway System) in Mississippi. The project will extend SR 76 from its current terminus at SR 23 west to SR 25.

Project Benefits

The project supports economic vitality by providing a new, faster route for freight and passengers traveling through Itawamba county. As an important freight corridor, traffic on the new SR 76 is anticipated to be almost one-third trucks. The project will incorporate innovative project delivery approaches from the Every Day Counts Initiative, including safety features, such as safety edge and rumble strips, from the Reducing Rural Roadway Departures Initiative. The project's non-Federal leverage was in the fifth quintile of large project applications, but the sponsor has estimated life-cycle costs for the project and will ensure the project is maintained according the requirements of MDOT's Transportation Asset Management Plan.



US 97 Bend North Corridor Improvement Project (US 97 and US 20 Components)

Oregon Department of Transportation

Bend, Oregon

Proposed Award: \$60,400,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$133,400,000

Estimated Minimum Non-Federal Funding: \$73,000,000

Urban-Rural Designation: Rural

Project Description

The Oregon Department of Transportation will be awarded \$60.4 million to make a series of improvements to roadways on the north side of Bend, Oregon. The project includes realigning US 97 east of its current location, constructing a new roundabout intersection between US 20 and Cooley Road, and improving and grade-separating Cooley Road from US 97 and the BNSF railway. Together, the project will help complete the final segment of the Bend Parkway.



Project Benefits

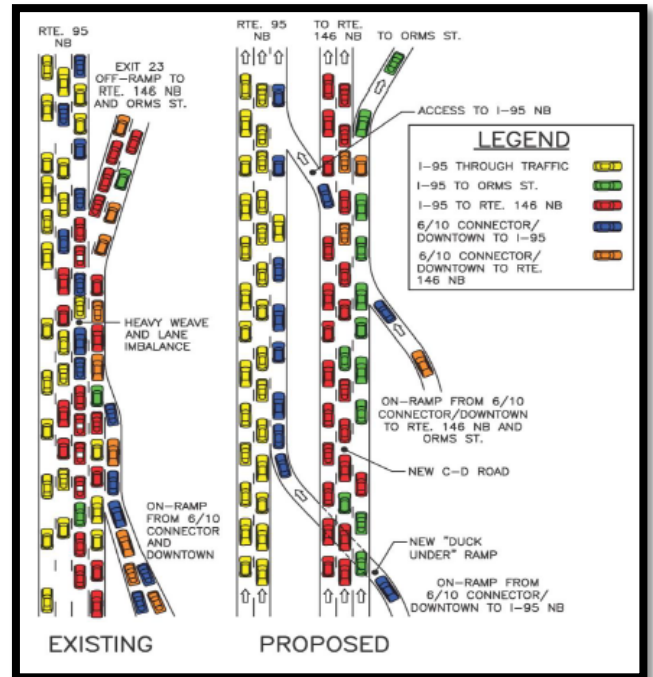
The project supports economic vitality by generating time savings for users traveling north and south through Bend. The applicant estimates that US 97 carries more than \$54 million in freight value per day, as well as serving as an alternative relief route to Interstate 5. The reconstructed Cooley Road will generate mobility and safety benefits as it reconnects multiple local routes with a roundabout and grade-separated crossing. The project will incorporate innovative technology as such as active traffic management and intelligent transportation technologies. The project's non-Federal leverage was in the third quintile of large project applications.

Transforming the Providence I-95 Northbound Viaduct
 Rhode Island Department of Transportation
 Providence, Rhode Island

Proposed Award: \$60,355,000
 Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
 Estimated Future Eligible Project Costs: \$250,000,000
 Estimated Minimum Non-Federal Funding: \$52,292,000
 Urban-Rural Designation: Urban

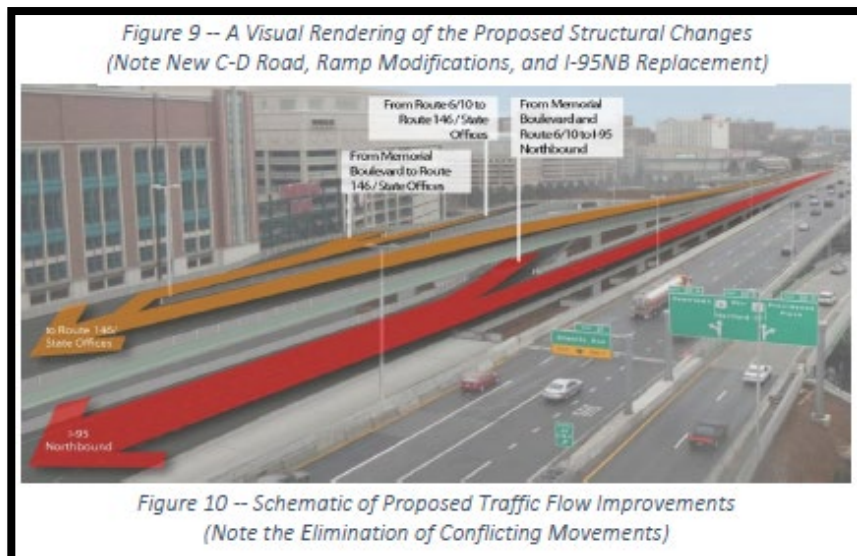
Project Description

The Rhode Island Department of Transportation will be awarded \$60.355 million in INFRA funding to rebuild the Providence Interstate 95 Northbound Viaduct. The project consists of reconstructing the viaduct carrying northbound Interstate 95 through Providence, including reconstructing six bridges within the Route 6/10 and I-95 interchange. The project also includes building a new collector-distributor road east of the existing viaduct and reconfiguring existing ramps, improving the underside of the viaduct to enhance pedestrian connections, and the installation of ITS technology.



Project Benefits

The project supports national economic vitality by addressing a major bottleneck on the I-95 corridor which currently contributes to considerable congestion. The addition of collector-distributor lanes and realigned ramps will reduce conflicts and improve traffic flow, producing mobility and safety benefits. The project addresses innovation through the incorporation of technology to support real time traveler information systems, and supporting the future implementation of tolling on the corridor. The project’s non-Federal leverage was in the fifth quintile of large project applications, but the sponsor is pursuing innovative financing options to maximize future revenues from the corridor.



Small Projects

Tuscaloosa Revitalization of Access Network Systems

City of Tuscaloosa Alabama

City of Tuscaloosa, Alabama

Proposed Award: \$6,870,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$11,450,000

Estimated Minimum Non-Federal Funding: \$4,580,000

Urban-Rural Designation: Rural

Project Description

The City of Tuscaloosa, Alabama will be awarded \$6.87 million to replace the University Boulevard/US82 Overpass Bridge with a new structure that is longer and wider.

Project Benefits

Upgrading transportation facilities and modes will increase access to jobs and health care for the community and increase access to local retail developments. This project will provide for the better movement of goods and people furthering economic vitality throughout the region. The project will lead to more efficient traffic flow on one of Tuscaloosa's busiest roadways, as well as allowing larger freight vehicles to utilize the University Bridge route. This project will also demonstrate reductions in emissions of automobiles and trucks, decrease the number of crashes and improve safety, and employ innovation through advanced ITS system during and after construction. The project's non-Federal leverage was in the fourth quintile of small project applications.



Southeast Arkansas and Northeast Louisiana Multimodal Freight Corridor Improvement

Southeast Arkansas Economic Development District

Southeastern Arkansas

Proposed Award: \$10,516,259

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$10,516,259

Estimated Future Eligible Project Costs: \$27,726,599

Estimated Minimum Non-Federal Funding: \$17,210,340

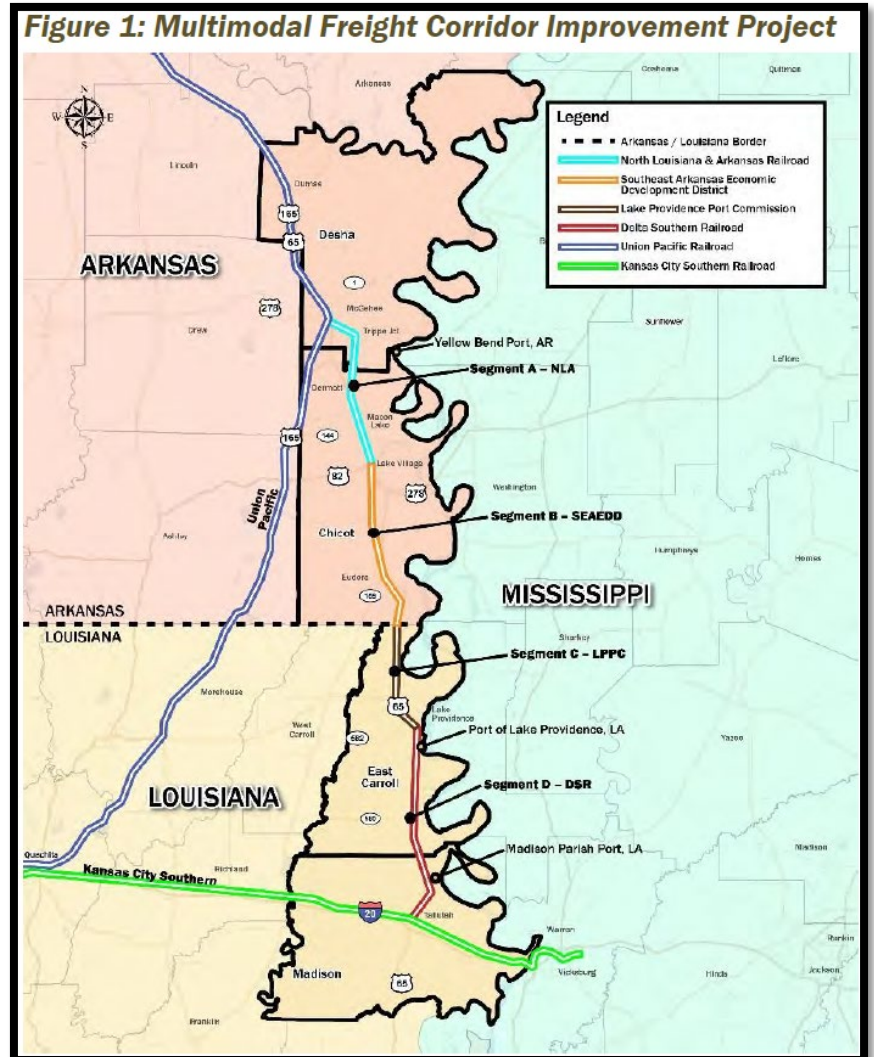
Urban-Rural Designation: Rural

Project Description

The Southeast Arkansas Economic Development District (SEAEDD) and its partners will be awarded \$10.5 million to rehabilitate a 91.3-mile continuous short line railroad corridor between McGehee, AR and Tallulah, LA. The proposed project would include upgrading 91 miles of track to Class 2 capacity, seven bridge upgrades, and extend shortline rail access to Port of Lake Providence and Madison Parish Port in Louisiana.

Project Benefits

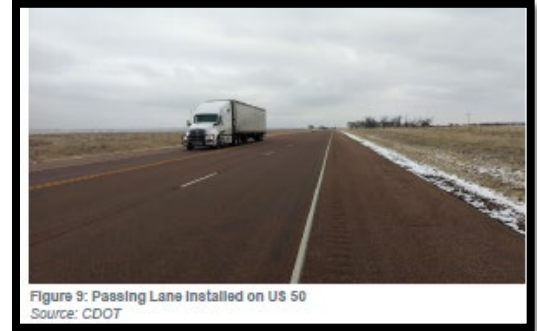
The project supports economic vitality by restoring this route to Class 2 standards, which will allow rail to travel up to 25 mph, and handle modern, full-size, 286k lbs. rail car loads. This will enhance the productivity of the line, and provide better, more efficient service for the current shippers, as well as making the line a more attractive option for other shippers in the region. The project is expected to pursue innovative approaches to expedited project delivery. The project's non-Federal leverage was in the second quintile of small project applications.



Passing in the Plains: Improving Safety and Freight Efficiency Along Southeastern Colorado’s Ports-to-Plains Corridor

Colorado Department of Transportation
Southeastern Colorado

Proposed Award: \$8,297,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
Estimated Future Eligible Project Costs: \$24,800,000
Estimated Minimum Non-Federal Funding: \$11,100,000
Urban-Rural Designation: Rural

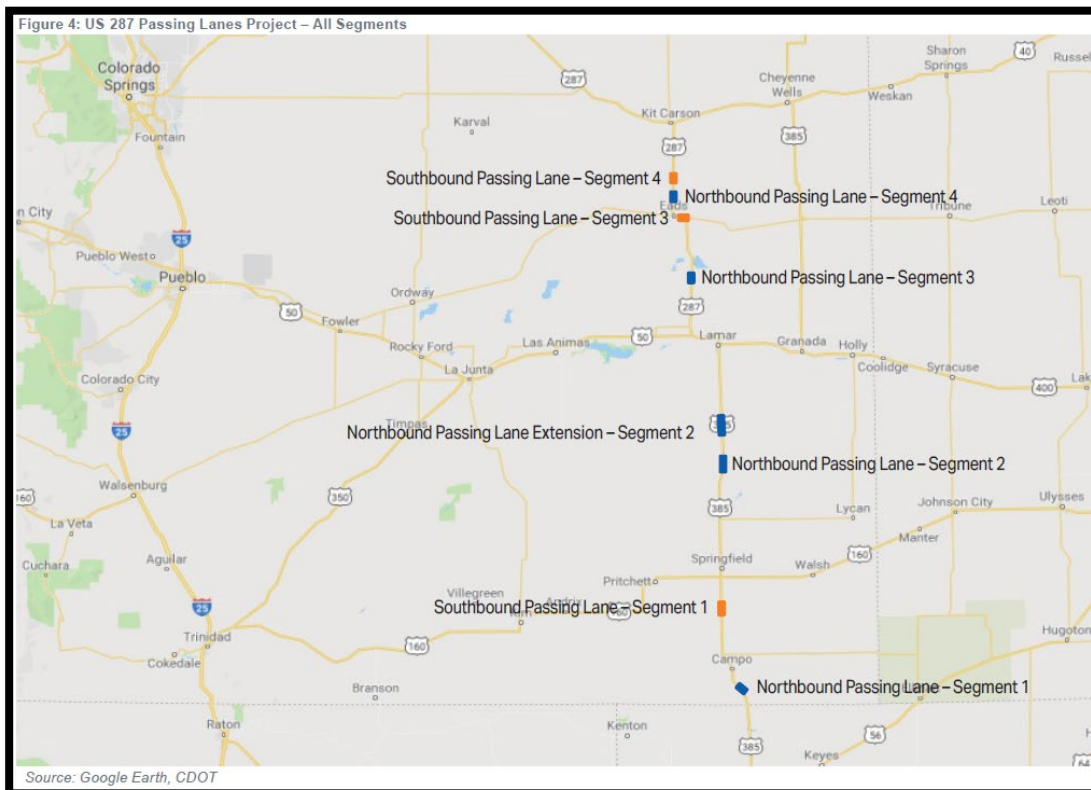


Project Description

The Colorado DOT will be awarded \$8.297 million to add approximately 12 miles of passing lanes (both north and south bound) along a 122-mile segment of US 287 in rural southeastern Colorado. Improvements to this part of the roadway link is divided into 4 segments, with each segment adding about 2 to 4 miles of passing lanes that can be northbound, southbound, or both.

Project Benefits

This project will generate regional mobility and safety benefits from avoided vehicle crashes, travel time savings, as well as truck operating cost savings. The project generates economic vitality benefits on an important inter-regional, intra-state, inter-state, and freight corridor by constructing safe passing lanes for slower-moving vehicles, which reduces truck queuing along the corridor, improves travel efficiency, and reduces crashes and fatalities. This project’s non-Federal leverage was in the second quintile of small project applications.



PortMiami Bulkhead Rehabilitation and Capacity Expansion Project

Miami-Dade County
Miami-Dade, Florida

Proposed Award: \$8,046,741

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$8,046,741

Estimated Future Eligible Project Costs: \$19,545,295

Estimated Minimum Non-Federal Funding: \$10,163,554

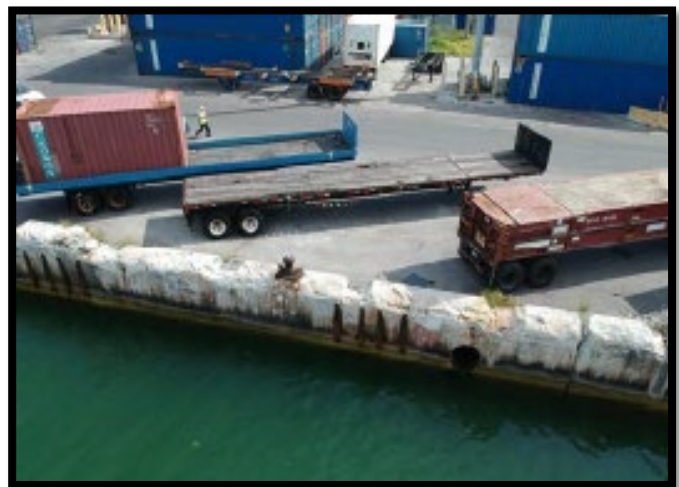
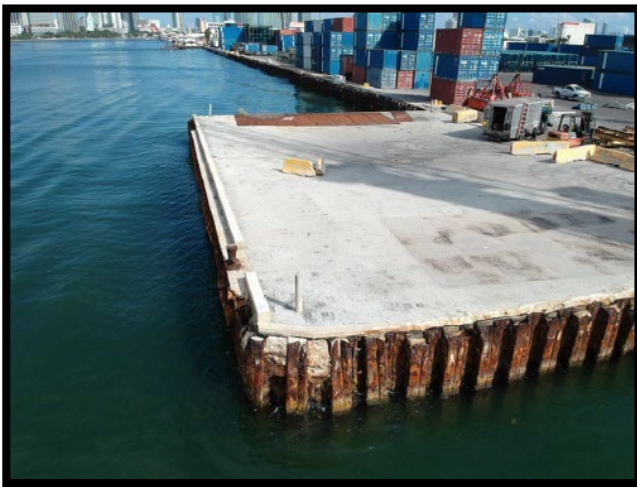
Urban-Rural Designation: Urban

Project Description

PortMiami will be awarded \$8,046,741 to rehabilitate and create new capacity on the Seaboard Bulkhead Bays 148 – 177, located along the south side of Dodge Island in the center of the Seaboard Marine Terminal. The project will rebuild the bays and create new capacity for berthing. This bulkhead is at the end of its useful life, creating hazardous conditions and reducing the overall space used at the Port for berthing. The project will rebuild the bulkhead and remove and level out Ro/Ro ramps that are obsolete.

Project Benefits

This project supports economic vitality by leveling out the berth to increase cargo movement efficiency. In addition to the renovation, the removal of the obsolete ramps will increase contiguous berth space increasing capacity for larger vessels and berthing up to two more vessels simultaneously. This project's non-Federal leverage was the top quintile of small project applications.



Akers Mill Ramp Phase II

Cobb County

Cobb County, Georgia

Proposed Award: \$5,000,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$18,013,331

Estimated Minimum Non-Federal Funding: \$6,923,788

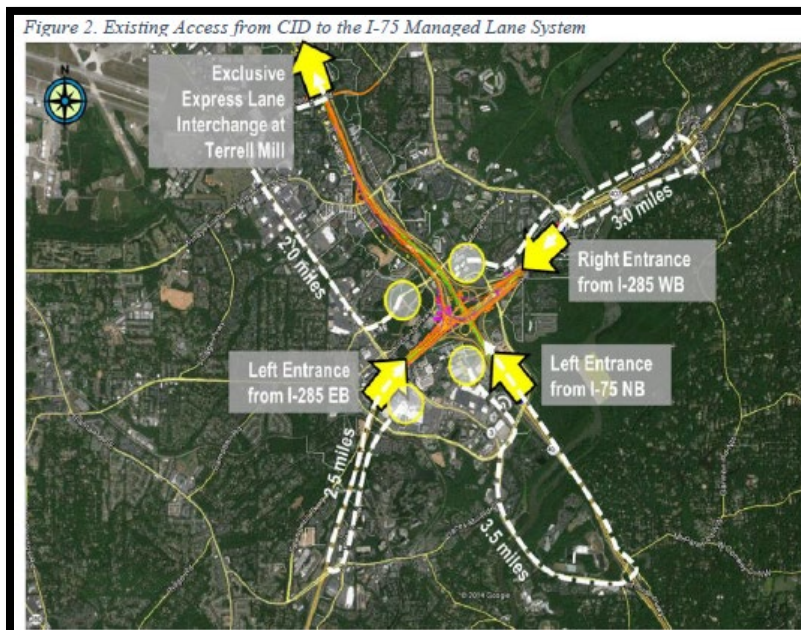
Urban-Rural Designation: Urban

Project Description

Cobb County, GA will be awarded \$5 million for the construction of a 24-foot-wide reversible ramp providing direct access from Akers Mill Road to the I-75 Managed Lanes system to reduce congestion and accommodate a major economic center in the greater Atlanta metropolitan area. Currently, the interchange provides access to and from the HOV lanes to the south on I-75 only. The ramp will allow motorists better access to the Cumberland Community Investment District in Cobb County, GA, on the outskirts of Atlanta.

Project Benefits

This project generates regional mobility and travel time savings by allowing motorists to bypass local road networks impacted by traffic congestion. The project supports economic vitality by facilitating more efficient movement of goods and people through a critical arterial, in addition to providing operational cost savings and safety benefits. The project demonstrates innovation with a P3 that was created for project delivery and providing an area access to a managed lane system, which generates revenue through



tolling. This project's non-Federal leverage was in the fourth quintile of small project applications. Lifecycle benefits/costs are identified in the BCA, and dynamic pricing revenue will pay for the Northwest Corridor Express Lanes' capital costs and pricing operation, maintenance, renewal and replacement costs.

Irishtown Bend M-90 Corridor Bank Stabilization

Northeast Ohio Areawide Coordinating Agency
Cleveland, Ohio

Proposed Award: \$9,020,000

Portion of Proposed Award Subject to 23 U.S.C.

117(d)(2): \$9,020,000

Estimated Future Eligible Project Costs: \$31,875,430

Estimated Minimum Non-Federal Funding:

\$16,256,470

Urban-Rural Designation: Urban

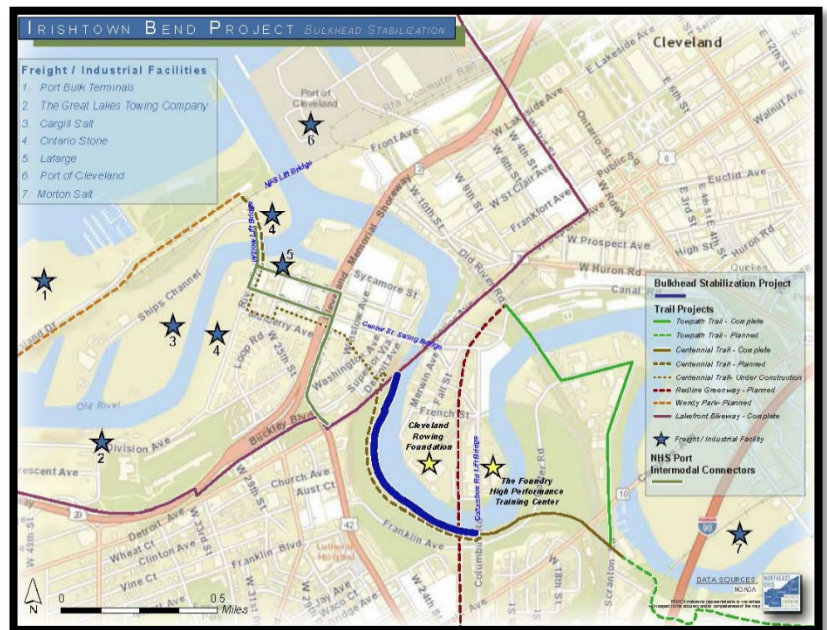


Project Description

The Northeast Ohio Areawide Coordinating Agency (NOACA) will be awarded \$9.02 million to rehabilitate aged and failing riverbank infrastructure along the Cuyahoga River. The project includes the installation of approximately 2,600 linear feet of sheet steel bulkheads along the shoreline of the Cuyahoga Ship channel. This stretch of deteriorating shoreline, which is referred to as the Irishtown Bend, is at risk for failure due to the existence of aged and damaged bulkheads. The hillside located along the Irishtown Bend has been rendered unsafe and unusable and inclinometer readings taken between 1995 and 2013 show that the hillside is slowly moving. If the existing bulkheads fail and a landslide takes place, Irishtown Bend would be closed to ship and barge traffic and local businesses will be unable to rely on waterborne transport for shipping/receiving essential goods. Nearby roads and sewer services would also be severely impacted by a landslide at Irishtown Bend.

Project Benefits

The project supports economic vitality by rehabilitating aged and failing infrastructure and thereby preserving shipping access to the Cuyahoga River's channel. The project generates regional safety benefits by preventing future hillside failures at Irishtown bend and economic benefits from avoided business loss in the event of a hillside failure. The project demonstrates innovation through the implementation of a design-build method for project delivery in addition to employing a competitive procurement process to secure partners to execute the innovative financing strategy of private crowdfunding platform. This project's non-Federal leverage was in the top quintile of small project applications.



US 14/US 83/SD 34 Missouri River Bridge

South Dakota Department of Transportation
Pierre, South Dakota

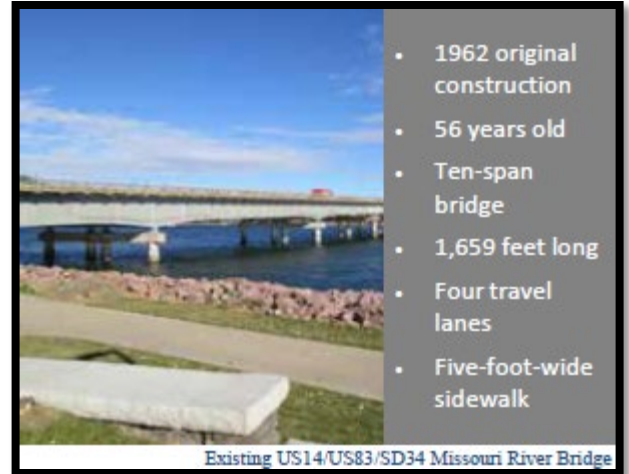
Proposed Award: \$13,010,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2):
\$0
Estimated Future Eligible Project Costs: \$46,228,000
Estimated Minimum Non-Federal Funding: \$12,221,000
Urban-Rural Designation: Rural

Project Description

The South Dakota Department of Transportation will be awarded \$13.01 million to support bridge replacement project over the Missouri River in Pierre, SD. The replacement bridge north of the existing bridge that will be wider than the existing structure, providing for 12-foot travel lane, 3-foot shoulders, a raised concrete median rather than a concrete barrier, and a 12-foot pedestrian and bicycle path. The project would also include improvements to roadway approach alignments, the elimination of a slip ramp, and the construction of ADA compliant trails connecting to existing waterfront trails.

Project Benefits

This project supports economic vitality by ensuring long-term direct access over the Missouri River for local, regional, national travel, grain shipment, and commerce. This project will generate regional safety benefits by addressing the structural and geometric deficiencies of the existing bridge and reducing the number of crashes. The improved bridge will allow travel time savings and efficient crossings of the Missouri river for intercity, intrastate, and interstate travel. By improving the existing bridge, this project will result in cost savings of future maintenance of rehabilitation expenses. This project demonstrates high innovation through the implementation of an MOU between the State DOT and local agencies capturing the spirit of the "Community Connections" initiative promoted under EDC-4. The project also incorporates funding from the state infrastructure bank (SIB) to help fund their portion of the aesthetic enhancements to the bridge. This project's non-Federal leverage was in the fourth quintile of small project applications.



North Texas Strategic National Highway System (NHS) Bridge Program (Bridges 2,5,6,9,10,11,12)

North Central Texas Council of Governments

Dallas-Fort-Worth, Texas

Proposed Award: \$8,775,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Costs: \$45,312,000

Estimated Minimum Non-Federal Funding: \$10,854,567

Urban-Rural Designation: Urban

Project Description

The North Central Council of Governments (NCTCOG) and Texas DOT will be awarded \$8.775 million for a series of 7 projects involving 7 bridges in various counties in the greater Dallas-Fort Worth area. The projects are a combination of bridge replacements, bridge reconstruction projects, and 1 complete bridge removal.

Project Benefits

The project benefits far outweigh the costs, and contributes to regional benefits with travel time savings and emission reductions, as well as addresses the program goals of environmental sustainability and congestion reduction. The project demonstrates a high level of innovation through the implementation of dynamic signaling, signal prioritization, and other Intelligent Transportation Systems strategies to reduce congestion and back-up on several of the bridge locations. The performance application incorporates innovative project delivery methods through the use of NEPA assignment, A+B Bidding, and possible use of incentive clauses as part of the A+B bidding. The project will also use innovative financing methods through Regional Toll Revenue funds in addition to federal, state, and local funding sources. This project's non-Federal leverage was in the fifth quintile of small project applications, but the project is included in the sponsor's transportation asset management plan and is benefitting from multiple state and local sources of match funding.





Regional Beltway Connector

City of Union Gap

Union Gap, Washington

Proposed Award: \$6,660,000

Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0

Estimated Future Eligible Project Cost: \$17,950,000

Estimated Minimum Non-Federal Funding: \$3,590,000

Urban-Rural Designation: Rural

Project Description

The City of Union Gap will be awarded \$6.66 million to construct the Regional Beltway connecting SR-97 to Longfibre Road, allowing freight and other through traffic to bypass the Union Gap downtown interchange with Valley Mall Boulevard. The project includes a new roundabout connecting Main Street with the US-97 Interchange, a new bridge carrying the beltway over the BNSF railway, and a series of roundabouts to provide access to currently undeveloped land and Fulbright park. The project is Phase II of multi-phase improvements to aimed at reducing congestion on US-97 and I-82 in Union Gap.

Project Benefits

The project supports economic vitality by providing an alternative route for traveling from the lower Yakima Valley to the Union Gap’s commercial/industrial areas along Valley Mall Boulevard. Washington DOT has designated the unbuilt road a critical urban freight corridor due to the mobility and economic benefits it will generate. The project sponsor has addressed innovation by coordinating with the local high-speed internet utility to ensure the project will include the necessary utility conduits and cables to provide service to future commercial tenants. The project’s non-Federal leverage was in the top quintile of small project applications.



WV 2: Proctor to Kent

West Virginia Department of Transportation
Marshall & Wetzel Counties, West Virginia

Proposed Award: \$9,400,000
Portion of Proposed Award Subject to 23 U.S.C. 117(d)(2): \$0
Estimated Future Eligible Project Costs: \$97,000,000
Estimated Minimum Non-Federal Funding: \$32,000,000
Urban-Rural Designation: Rural

Project Description

The West Virginia Division of Highways (WVDOT), will be awarded \$9.4 million for the WV-2 Proctor to Kent project which proposes to upgrade and relocate a 5.25-mile portion of West Virginia State Route 2 (WV 2) from Proctor, West Virginia to Kent, West Virginia in Wetzel and Marshall Counties. The project begins 0.47 miles south of the Marshall County Line and ends 0.18 miles south of Marshall County Route 78, just north of Sims Run. The proposed improvements include the upgrade of WV 2 from a rural two-lane arterial to a four-lane divided highway. This project is one of many on WV-2 that will provide increased capacity from I-77 in Parkersburg to Hancock County in the Northern Panhandle.

Project Benefits

This project will generate regional safety benefits by upgrading the two-lane arterial with narrow shoulders to a four-lane divided highway. The project supports economic vitality by adding lanes to increase travel capacity, auto and truck time savings, and mobility throughout the project corridor. This project further supports economic vitality through improved access to rural communities, thereby facilitating growth in local and statewide economies. The project leverages federal funds with non-federal funds generated from bonding, and was in the third quintile for non-federal leverage.

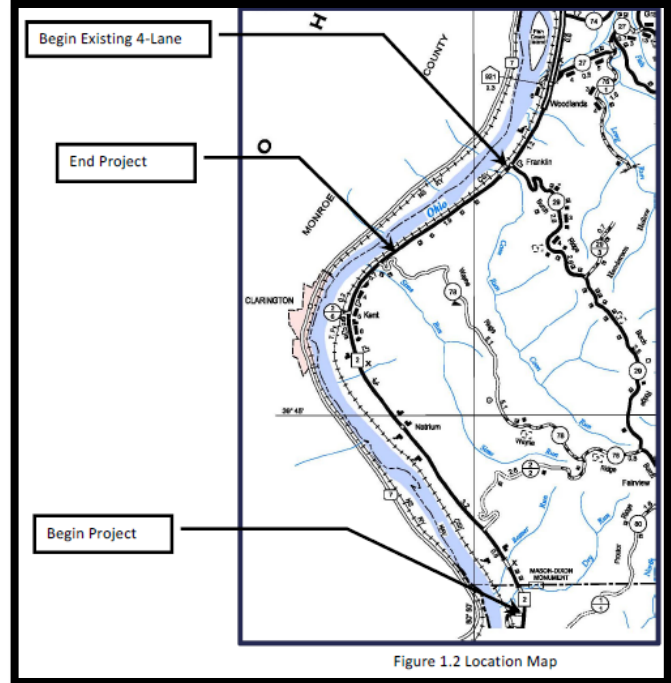


Figure 1.2 Location Map

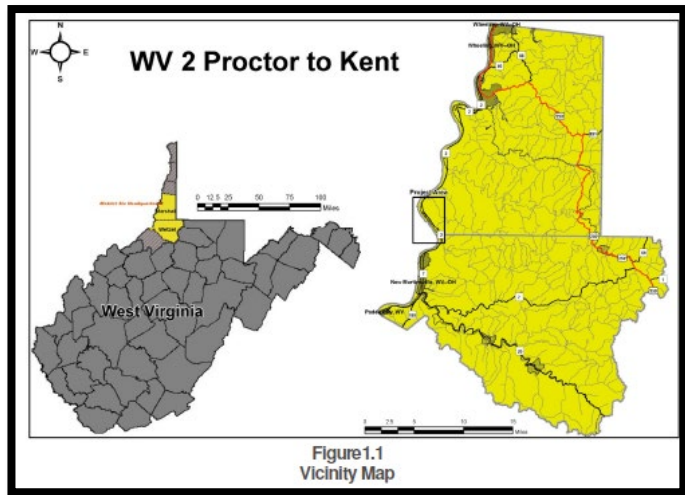









Figure 1.1 Vicinity Map

2019 CIP TOUR ROUTE

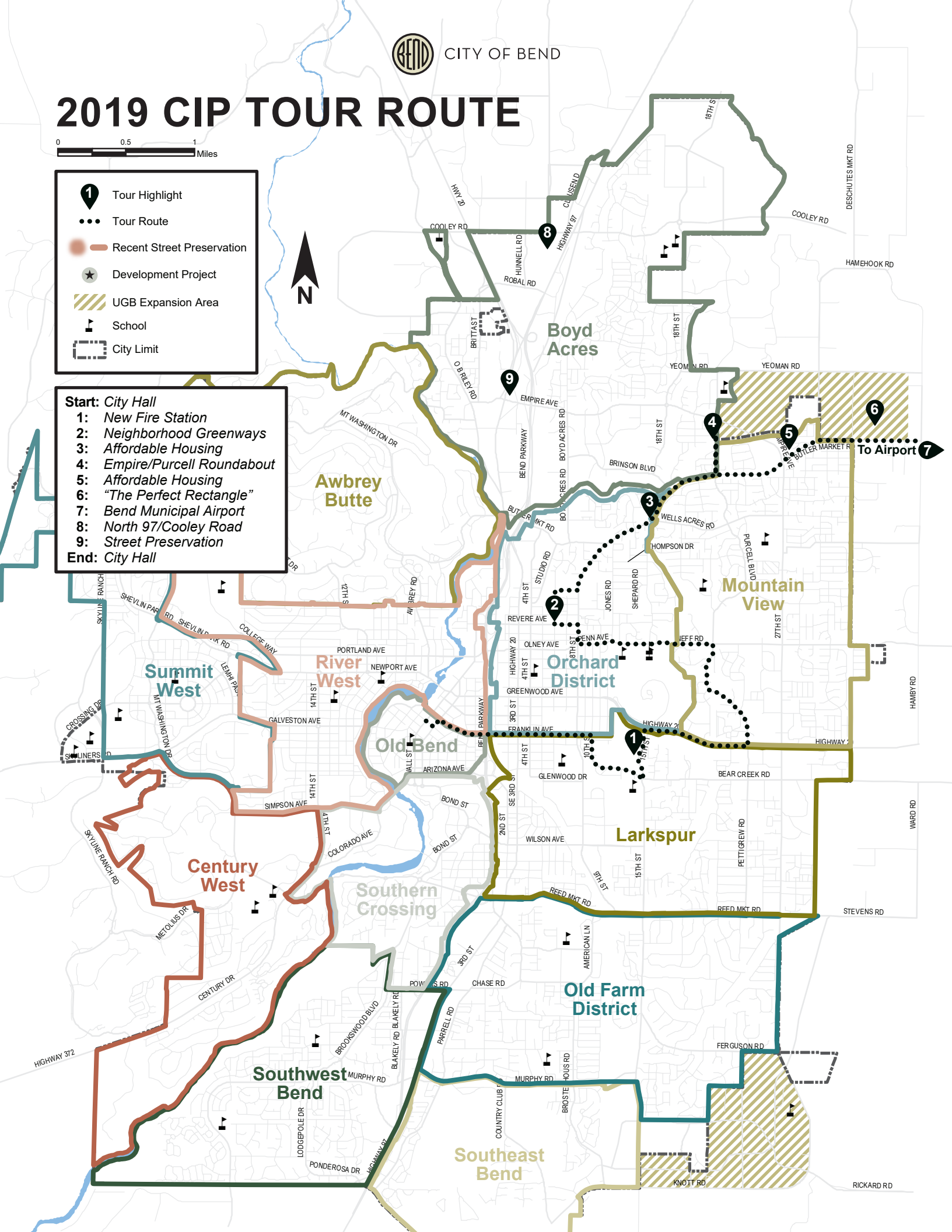


-  Tour Highlight
-  Tour Route
-  Recent Street Preservation
-  Development Project
-  UGB Expansion Area
-  School
-  City Limit

Start: City Hall

- 1: New Fire Station
- 2: Neighborhood Greenways
- 3: Affordable Housing
- 4: Empire/Purcell Roundabout
- 5: Affordable Housing
- 6: "The Perfect Rectangle"
- 7: Bend Municipal Airport
- 8: North 97/Cooley Road
- 9: Street Preservation

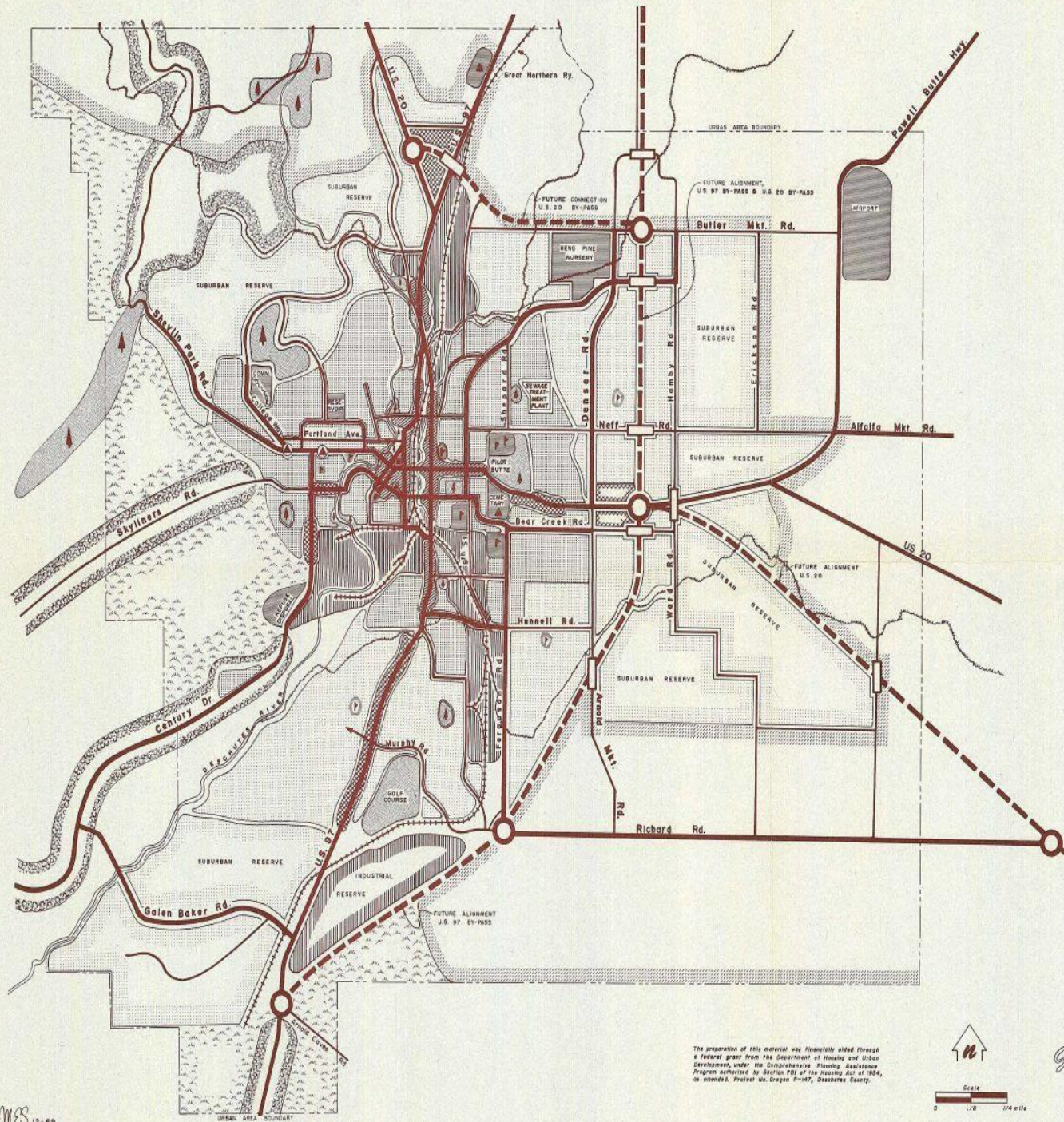
End: City Hall






















Deschutes County, Oregon

COMPREHENSIVE PLAN TO 1990

Bend Area

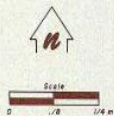


-  Extensive Agriculture-Multiple Use Management
-  Intensive Agriculture
-  Landscape Management
-  Urban Residential
-  Suburban Residential
-  General Commercial
-  Highway Commercial
-  Industrial
-  Park
-  Public
-  School
-  Civic Center
-  Cemetery or Hospital
-  Canal
-  City Major-County Arterial
-  City Collector-County Feeder
-  Grade Separation
-  Interchange
-  Neighborhood Shopping Center

Interpretive Notes

1. In interpreting proposals shown on this plan diagram, it must be emphasized that reference to the descriptive analysis, policies and proposals contained in the text is necessary to gain a complete understanding of the Comprehensive Plan.
2. The proposals shown on this urban area plan take precedence over those shown on the county-wide plan and should be referred to for the more specific guidance required in interpreting development proposals for the urban area.
3. Areas shown as "reserves" for suburban, highway commercial and industrial expansion are intended to denote areas of least priority for development over the time period 1970-1990 and to provide flexibility in the event that urban growth occurs at faster rates than projected.
4. Proposals for "Extensive Agriculture" and "Multiple Use Management" are intended to apply equally to lands held in public as well as private ownership.
5. State highways are as shown and labeled.

The preparation of this material was financially aided through a Federal grant from the Department of Housing and Urban Development under the Comprehensive Planning Assistance Program authorized by Section 701 of the Housing Act of 1964, as amended. Project No. Oregon P-147, Deschutes County.



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