



CITY OF BEND

Core Area Advisory Board

September 30, 2024

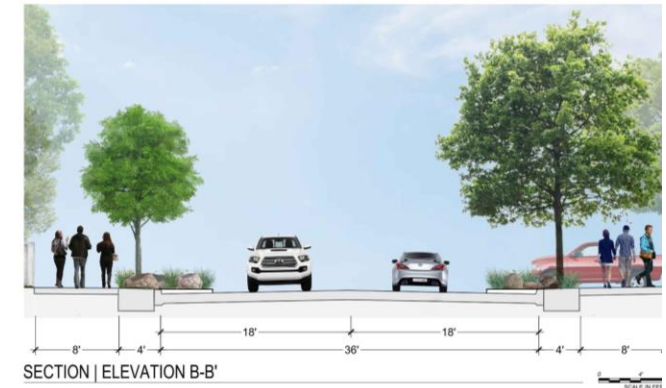
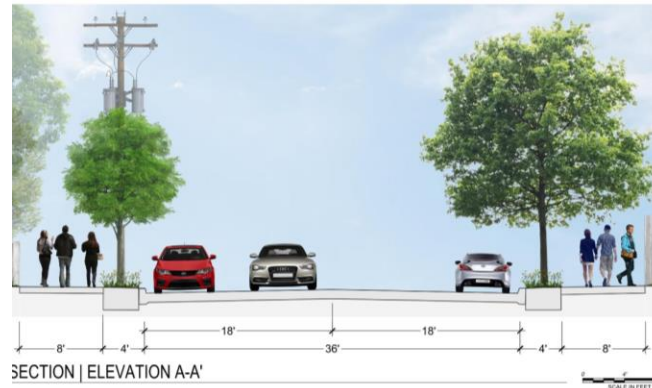
Meeting Agenda

- Core Area Capital Improvement Program (CIP) Adjustment
- Public Comments
- Board Discussion/Recommendation
- Core Area Updates
 - TIF Housing Affordability & Employment Growth Policy
 - People Streets Study Update



Second Street

- 2023-2025 Budget: \$3M
- June 2024 Budget: \$3.3 Million
- Actual (Sep. 2024): **\$4.5 Million (roadway only)**
- Water Improvements started August 2024, completion Oct 2024
- Roadway work, awaiting contract approval
 - Council scheduled to consider contract approval on October 16
 - Planned completion April 2025



Adopted Core Area CIP Budget

Adopted CIP (June 2024)	23-24*	24-25	25-26	26-27	27-28	TOTAL
Hawthorne Overcrossing	-	-	-	\$1.5M	\$1.5M	\$3M
Franklin Crossing & Corridor Improvements	-	\$500K	\$2.5M	-	-	\$3M
2nd Street Streetscape- Franklin to Greenwood	\$500K	\$2.8M				\$3.3M
TOTAL	\$500K	\$3.3M	\$2.5M	\$1.5M	\$1.5M	\$9.3M

**2023-2024 budget is already programmed*

- Current CIP does not have budget capacity to support 2nd Street Cost Estimate
- Increased cost drivers: Low original contingency (20%), design identifies actual needs (previous unknowns), High inflation since 2020 project estimate (\$2.8M budget), future ped scale lighting infrastructure
- Cost reductions considered: Staff obtained easements, Franklin and Greenwood (Bond), Stormwater contribution for associated improvements, value engineering changes with DB team

Recommended Budget Adjustment & Rationale

Recommended CIP Adjustment	23-24*	24-25	25-26	26-27	27-28	TOTAL
Hawthorne Overcrossing	-	-	-	-	-	\$0
Franklin Crossing & Corridor Improvements	-	\$500K	\$1M	-	-	\$1.5M
2nd Street Streetscape- Franklin to Greenwood	\$500K	\$4.0M				\$4.5M
TOTAL	\$500K	\$4.5M	\$1M			\$6M

**2023-2024 budget has already been expended*

- Fully funds 2nd Street Streetscape Improvements with minor value engineering
- Reduces contributions to Franklin (Transportation GO Bond to cover additional expenditures)
- Eliminates funding contribution to Hawthorne given city success in securing grants
- Ensures financial capacity & maintains Debt Ratio Coverage consistent with City Financial Best Practices
 - Lower than forecasted assessed value growth rates
 - Higher than projected operational expenses than Plan anticipated (inflation)
- Supports annual reimbursement capacity needs for new Housing Affordability & Employment Growth Policy



Core Area CIP Budget Comparison

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Hawthorne Overcrossing	-	-	-	-	-	\$0
Franklin Crossing & Corridor Improvements	-	\$500K	\$1M	-	-	\$1.5M
2nd Street Streetscape- Franklin to Greenwood	\$500K	\$4M				\$4.5M
TOTAL	\$500K	\$4.5M	\$1M			\$6M

Recommendation

Staff recommends that BURA fully fund the 2nd Street Streetscape Improvements and ensure Core Area TIF financial security by amending the Core Area CIP to:

- 1) Fully fund 2nd Street Streetscape Improvements
- 2) Reduce Core Area contributions to Franklin Avenue to support 2nd Street cost overages, continue to evaluate Franklin funding needs
- 3) Remove Core Area contributions to the Hawthorne Overcrossing for time-being

BURA and the Core Area Advisory Board may evaluate additional Core Area CIP opportunities in 2025-2026 after additional revenue information is available.

Next Steps

- **October 16, 2024:** BURA to consider 2nd Street Contract Amendment to initiate construction of roadway improvements and provide staff direction for a Core Area CIP amendment
- **October 2024:** Core Area Revenue projections released
- **November 2024:** TBOC & CAAB Budget Updates
- **December 2024:** City/BURA CIP Amendment
- **2025:** First Core Area Bond Issuance (~ \$6M)
- **Summer 2025:** Franklin Avenue Construction Contract



Public Comment

Please use the Raise Hand function and you will be called on.

If you are on the phone:

*9 to raise your hand

*6 to mute/unmute

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Core Area Updates

HOUSING AFFORDABILITY & EMPLOYMENT GROWTH POLICY



HOUSING BASE

- **12-YEAR BENEFIT**
- 15% OF UNITS
- RENTED AT 90% AMI
- RENT INCREASES MUST BE LOWER THAN THOSE ALLOWED UNDER ORS 90



HOUSING ENHANCED

- **12+ YEARS OF BENEFIT**
- **BASE POLICY, PLUS**
- MORE THAN 15% OF UNITS;
- RENTED BELOW 90% AMI;
- RENT INCREASES FOR MORE THAN THE DEDICATED UNITS MUST BE LOWER THAN ORS 90.
- ENERGY EFFICIENCY STANDARDS
- SUPPLIER DIVERSITY



JOBS POLICY

- **12 YEAR**
- TARGET INDUSTRIES
- 5 NEW FTEs
- AVERAGE WAGE \$72,000
- CHILDCARE EXEMPTIONS



People Street Study Purpose

- **Define** what, how, and when Low-Car Districts will be allowed in Bend including **next steps, polices, and actions** (e.g., development code or street standard changes)
- Evaluate a **Low-Car/People Street Case Study** to understand how to implement people streets
 - People street route **between Juniper Park and Drake Park.**
- Low-Car District Implementation Plan



Draft Street Types



Walking and Rolling are
Primary Modes
Vehicular Access is limited

Commercial uses, larger
buildings, continuous
frontage



Multimodal
Vehicular access remains but walking
and rolling are prioritized

More residential uses,
smaller buildings, porous
frontage



Plaza Street



Shared Street



Low-Car Street



Greenway Street

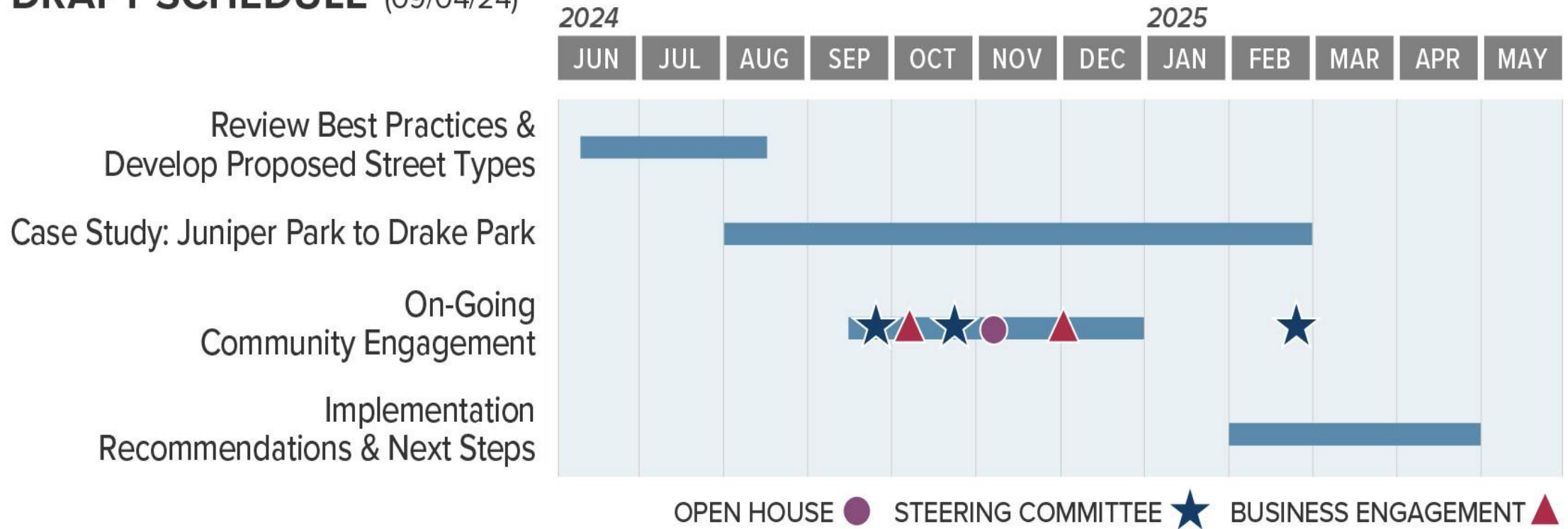


Juniper to Drake Park Case Study

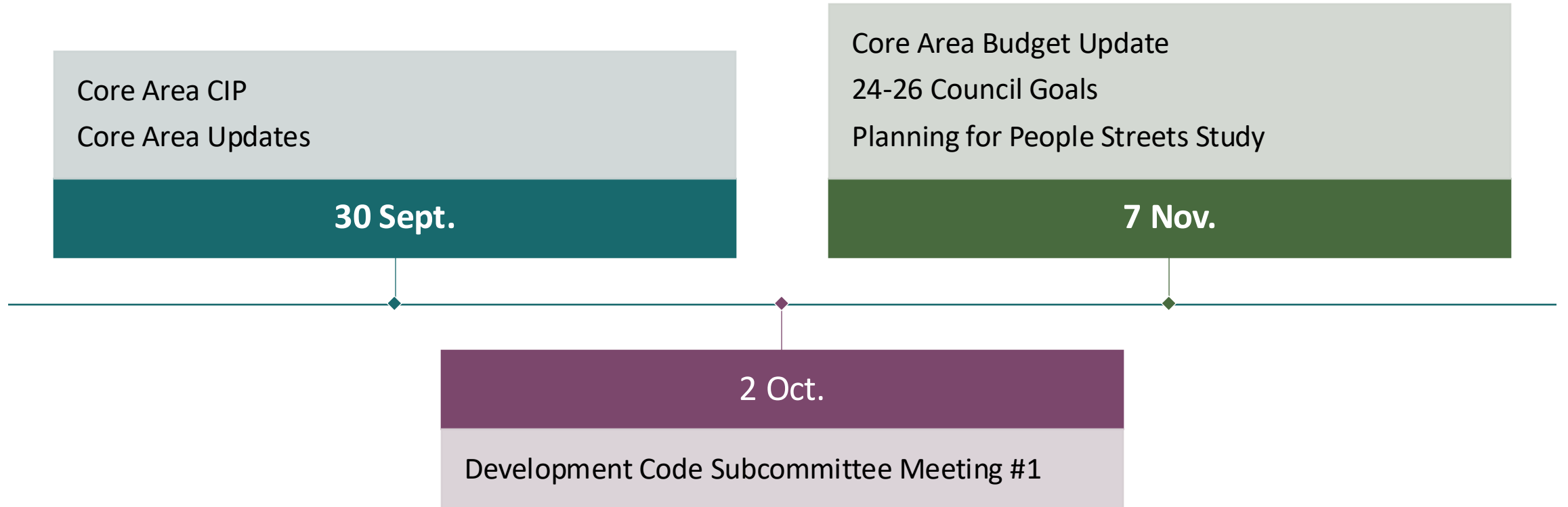


Study Timeline

DRAFT SCHEDULE (09/04/24)



CAAB 2024 Schedule



Accommodation Information for People with Disabilities



To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Allison Platt at aplatt@bendoregon.gov or 541-322-6394; Relay Users Dial 7-1-1.

