



CITY OF BEND

Core Area Advisory Board

September 15, 2022

Meeting Agenda

- Roll Call
 - Approve Minutes (from August)
- Public Comment
 - Affordable Housing Overview
 - Development Partnership Program Best Practices
 - Funding Priorities
 - CIP Evaluation Criteria
 - Midtown Crossing Update

Public Comment

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

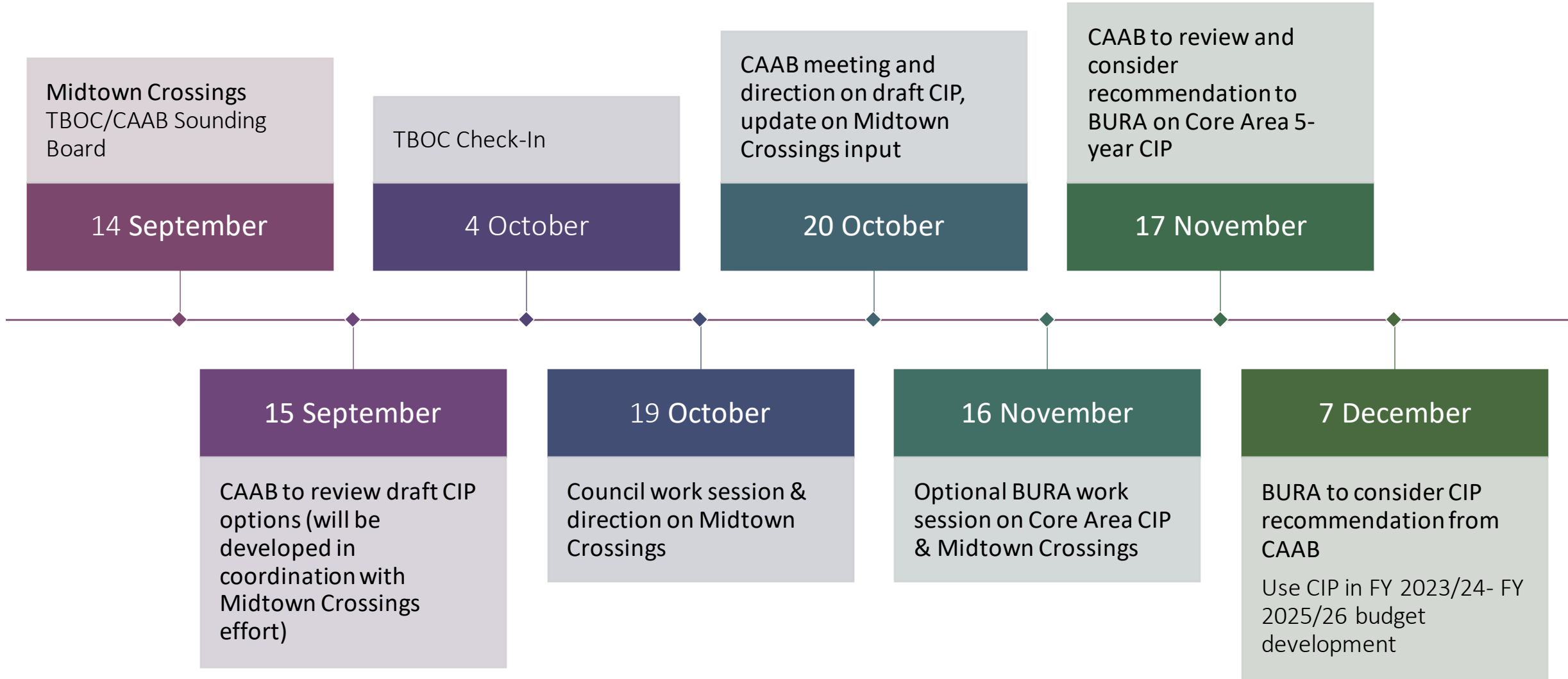
If you are on the phone:

*9 to raise your hand

*6 to mute/unmute



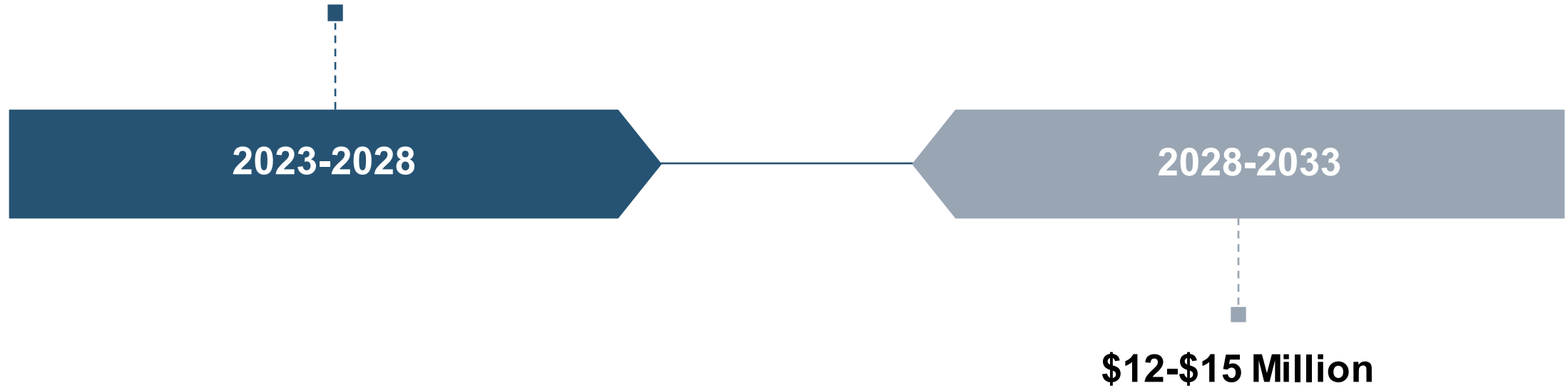
CITY OF BEND



Core Area Funding Capacity Estimates



\$6M Midtown Crossings
\$4-4.5M for other needs



AFFORDABLE HOUSING OVERVIEW

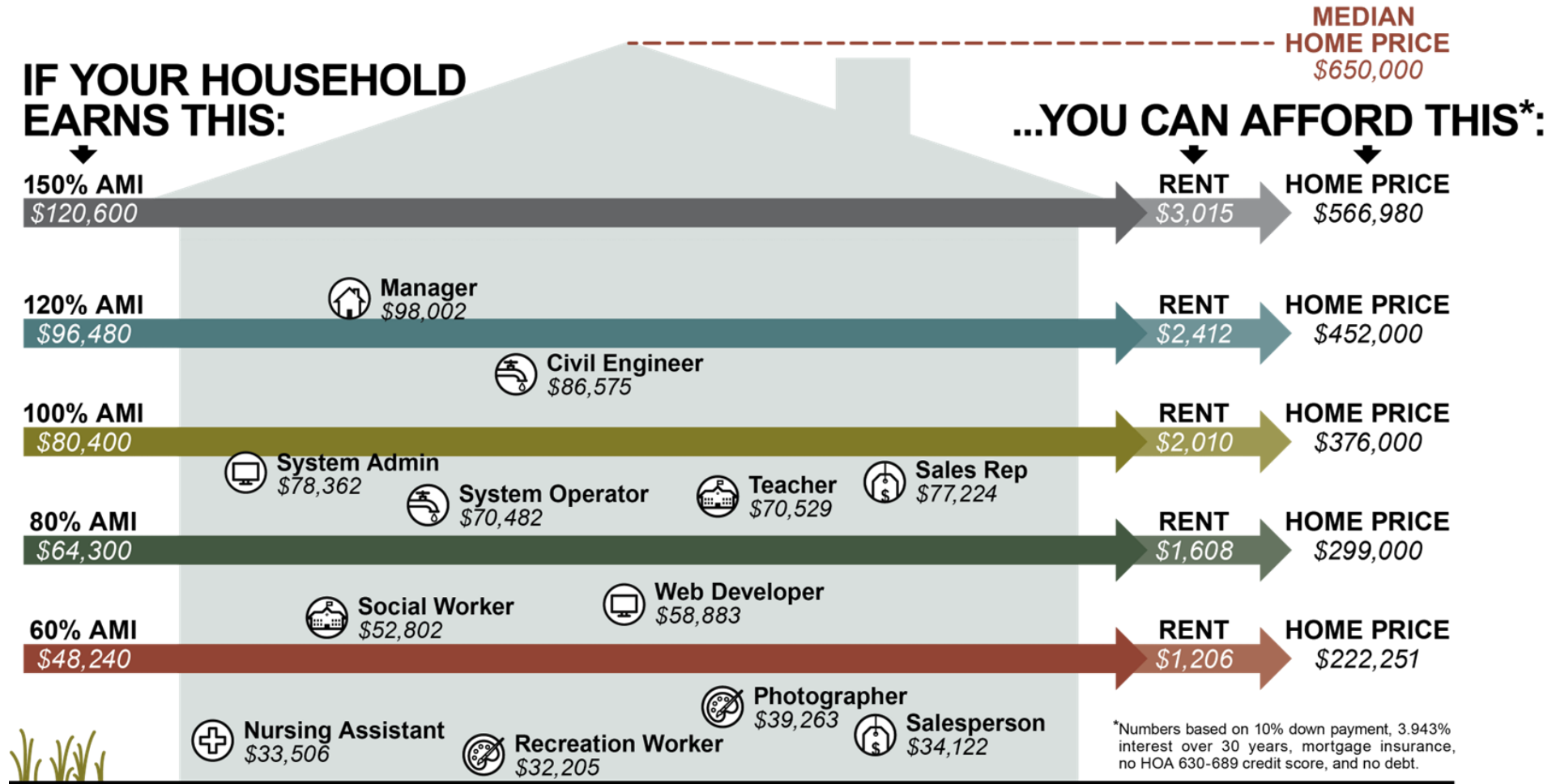
Opportunities and Challenges in Core Area

Definition of “Affordable” in Comp Plan

- In the case of **dwelling units for sale**, affordable means housing in which the mortgage, amortized interest, taxes, insurance, and condominium or association fees, if any, constitute **no more than 30 percent of such gross annual household income** for a **family at 80% of the area median income**, based upon most recent HUD Income Limits for the Bend Metropolitan Statistical Area (Bend MSA).
- In the case of **dwelling units for rent**, affordable housing means housing for which the rent and utilities constitute **no more than 30 percent of such gross annual household income** for a **family at 60% of the area median income**, based upon most recent HUD Income Limits for Bend MSA.



Bend AMI and Housing Affordability



Income Limits - AMI

<u>% MFI Limits</u>	<u>HOME Income Limits</u>							
	<u>1 Pers</u>	<u>2 Pers</u>	<u>3 Pers</u>	<u>4 Pers</u>	<u>5 Pers</u>	<u>6 Pers</u>	<u>7 Pers</u>	<u>8 Pers</u>
30% Limits	\$18,900	\$21,600	\$24,300	\$26,950	\$29,150	\$31,300	\$33,450	\$35,600
50% Limits (Very Low Income)	\$31,500	\$36,000	\$40,500	\$44,950	\$48,550	\$52,150	\$55,750	\$59,350
60% Limits	\$37,800	\$43,200	\$48,600	\$53,940	\$58,260	\$62,580	\$66,900	\$71,220
80% Limits (Low Income)	\$50,350	\$57,550	\$64,750	\$71,900	\$77,700	\$83,450	\$89,200	\$94,950
120% Limits	\$75,500	\$86,300	\$97,100	\$107,900	\$116,500	\$125,150	\$133,750	\$142,400



Range

THE HOUSING CONTINUUM



Bringing the Right People Together

Affordable Housing Advisory Committee (AHAC)

- A representative from the CO Builders Association
- A representative from the Bend Chamber of Commerce
- A representative from a local lending institution
- A representative from an affordable housing provider
- A representative from a tenant organization
- A representative from the CO Realtors Association
- Three at-large representatives



Resources

City of Bend Affordable Housing Fund

- Approx. \$1 million projected available each year of biennium (revenue dependent)
- Flexible uses that lead to additional units or infrastructure
- By code, follows goals in Consolidated Plan *except* services not allowable



Community Development Block Grant (CDBG)

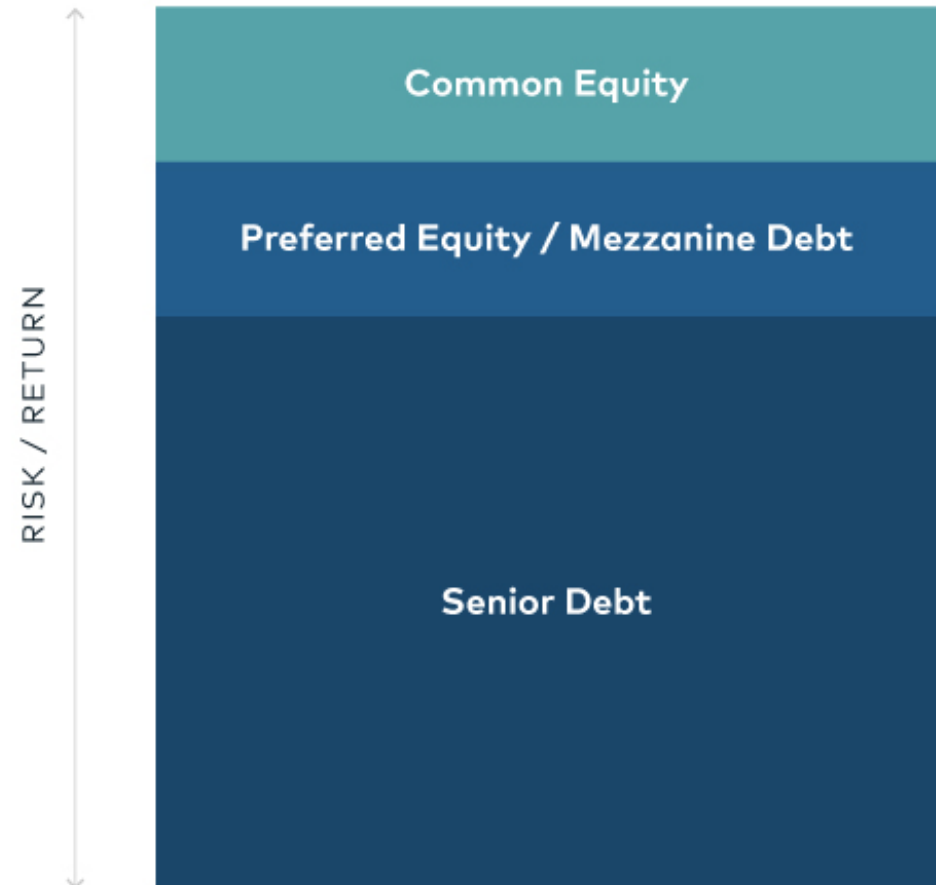
- Federal Funding
- Two categories of funding:
- Program: land acquisition costs, infrastructure, loans
 - Up to \$300,000 annually, subject to congressional allocation
- Public Services: social services and staffing
 - Up to \$70,000 annually
- MUST follow goals in Consolidated Plan
- Extensive lead time: approx. 9 months from application to allocation

Capital Stack – Market Rate

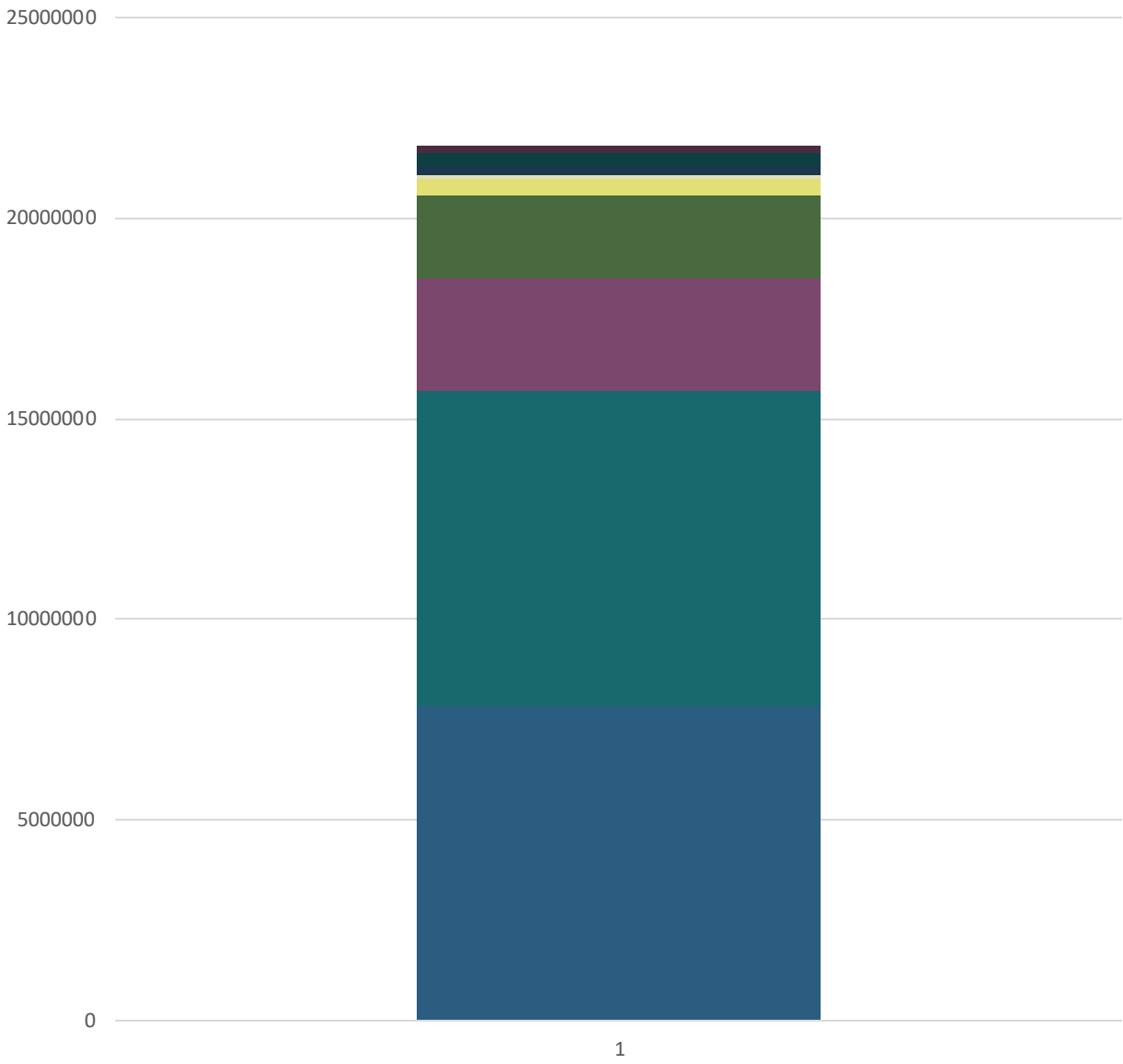
Example only

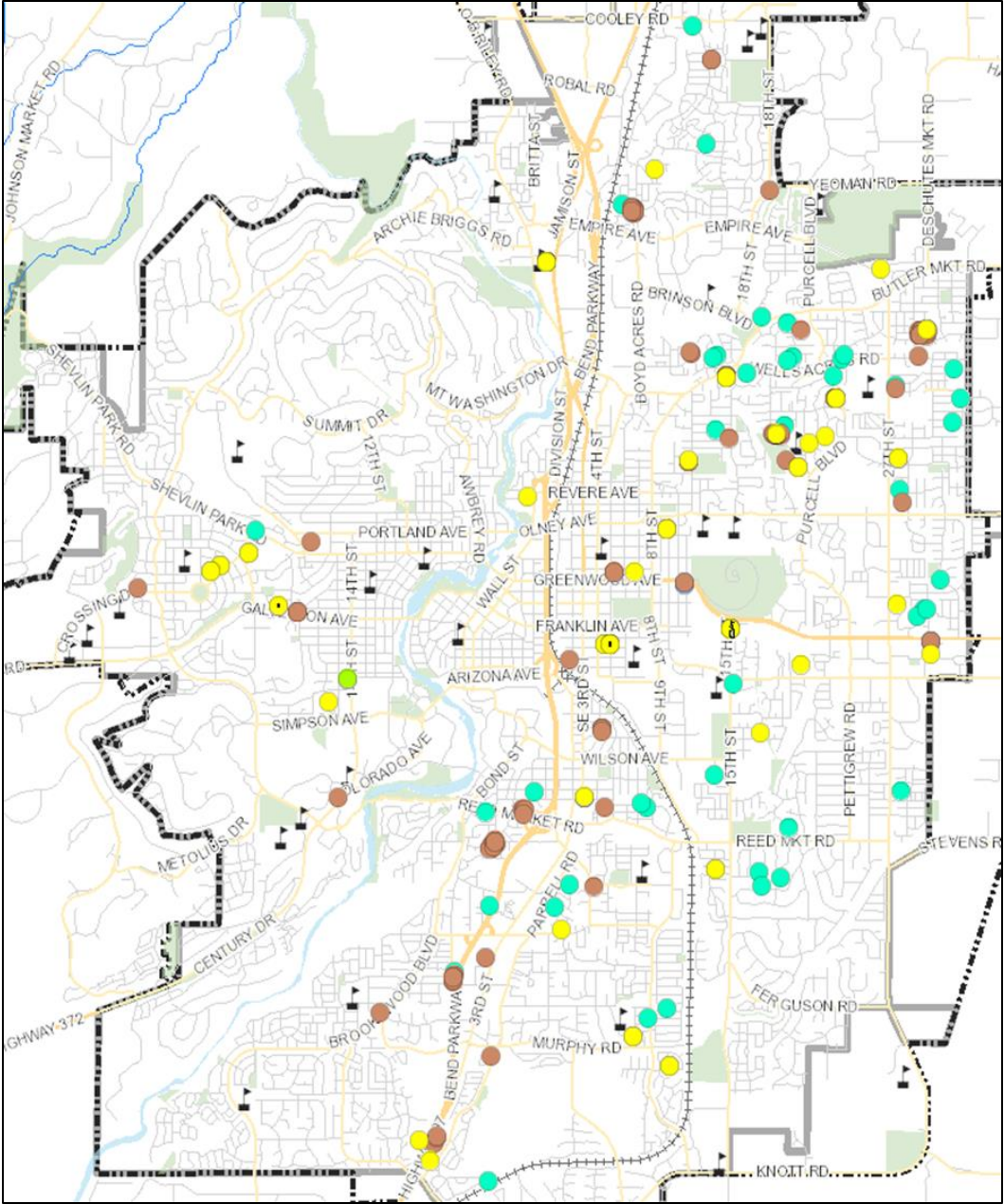
In this scenario, majority is covered by traditional financial institutions with risk commensurate with interest rate and/or percent of Common Equity

Capital Stack



Capital Stack – Affordable





CITY OF BEND

What's Next

- Housing Capacity Analysis (HCA) and Housing Production Strategy (HPS)
- Resource Options
- Consolidated Plan
- Council Goal Setting
- Pilot Implementation (HB 4079, HB 3318)
- Climate Friendly & Equitable Communities (CFEC) Implementation

Development Partnership Programs Best Practices

What is a Development Partnership?

Public funding (contribution) to a private development to help close a funding gap through various mechanisms such as:

- Development Assistance Grants or Loans
 - One-time Assistance
 - Rebate or Annual reimbursements
- Business Assistance Grants, Loans, or Pre-Development Assistance
- Land acquisition and/or disposition



Arome (The Arch Building)

432 SW 6th Street Redmond, OR

Urban Renewal Funds: \$384,000 (SDC Buy Down, Property Rehabilitation Program, Housing Loan Fund)

Total Project Investment: \$1.7Million

Renovation of long vacant downtown building to bring kitchenware/specialty food tenant to ground floor and 8 market rate apartment units on 2nd floor.

Development Assistance Programs Reviewed

- Bend Urban Renewal Agency Juniper Ridge Development Assistance Program
- Capital City Development Corporation Participation Program (Boise, Idaho)
- Salem's Riverfront Downtown Capital Improvement Grant Program
- Salem's West Salem Urban Renewal Area (URA) Grant Program
- Redmond Downtown Property Assistance Programs
- Astoria Development Commission Storefront Improvement Program
- Madras Business Assistance Programs
- Prosper Portland
 - Property Improvement Program (PIP)
 - Business Finance Program
- Wilsonville Investment Now (WIN Program)



Lessons Learned

- **One-time development assistance grants**
 - Generally do not exceed **\$200,000-\$300,000** per development project
 - Can be broken up into annual installments to reduce impact to TIF funding capacity
 - **Prevailing wage requirements** apply and should be evaluated carefully for projects **that receive \geq \$750,000** of public assistance and/or more than 25% of the space is occupied by a public agency
- **Projects with significant public benefit**
 - Often structured so that there is a minimum private to public ratio (ie 6:1).
- **Business Assistance**
 - Often structured as matching grant program or loans that generally do not exceed \$50,000 per development
 - Assistance generally ranges between \$4,000-10,000 with at least a 25-50% match requirement
 - Several programs allow up to 20 hours of predevelopment costs (design, architectural, and engineering work) to be reimbursed by TIF agency
- **Eligibility criteria, evaluation scoring, and or level of assistance can be structured to support community goals such as:**
 - Diversity Equity Inclusion
 - Housing
 - Economic Development



Example of Partnership Program using Bend Example



- 7-story mixed-use building
- 18,250 sf commercial space
- 312 residential units
- Estimated \$90 Million investment

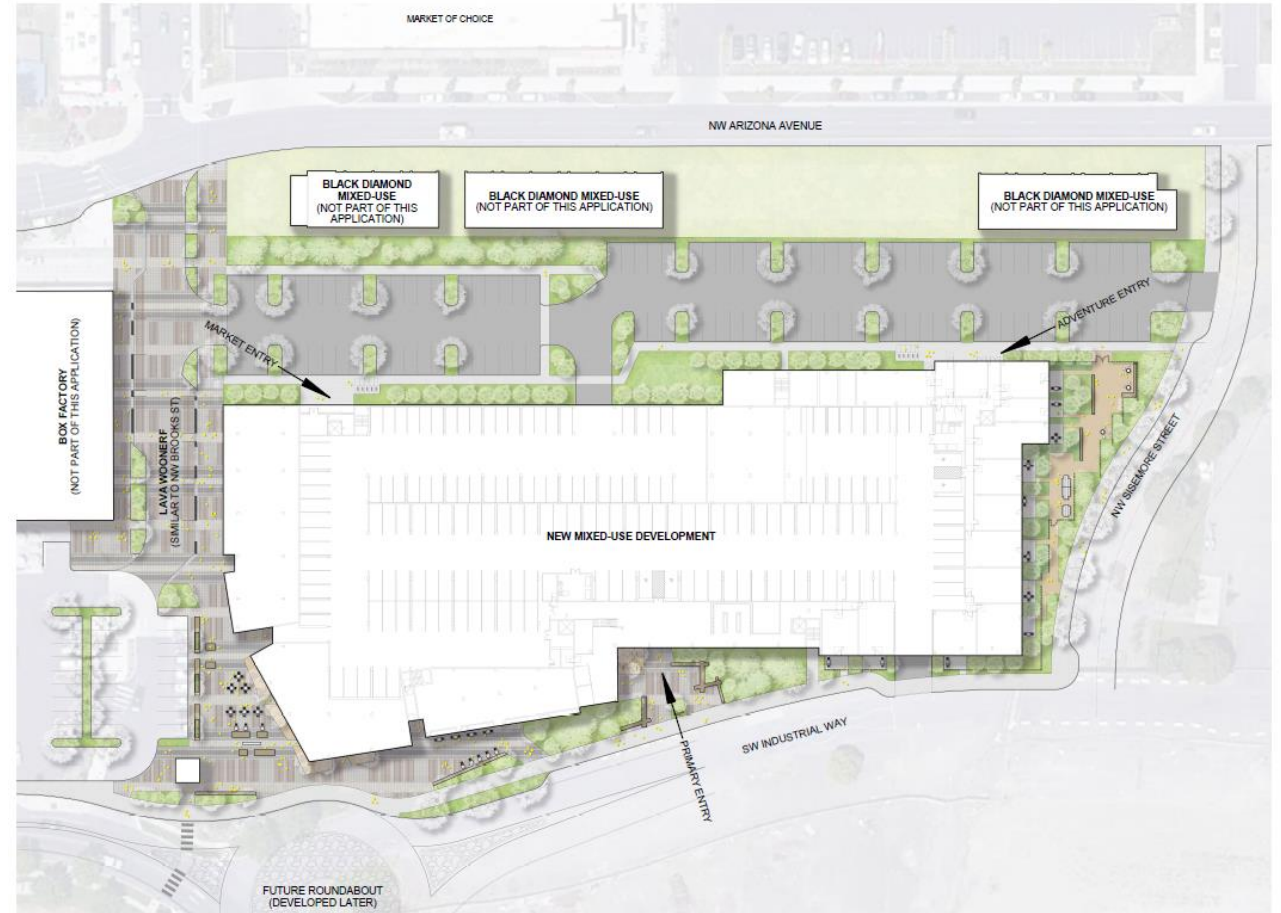
Estimated TIF generation (2026-2051)

- w/ MUPTE: \$12.4 Million
 - \$150,000 collected initial year
- w/o MUPTE: \$18.6 Million
 - \$690,000 collected initial year

Development challenges/requests:

- Required to build $\frac{3}{4}$ street of Sisemore extension (collector roadway) estimated to cost \$800,000

Using Boise's General Assistance (Reimbursement terms), Level A Scorecard =80% annual reimbursement of increment for 4 years (~\$120K annually, \$480K total)



INDUSTRIAL WAY
GRAPHIC SITE PLAN
D0.5
UNCLUSTEDET

Next Steps

- Recommend forming a **CAAB subcommittee** to develop Draft Development Partnership Program for CAAB to consider
- Subcommittee to meet **three times in October/November**
 - **1st meeting options:**
 - Tuesday, October 11 morning
 - Thursday, October 13 afternoon
 - Friday, October 14
 - **2nd meeting options:**
 - Monday, October 31 afternoon
 - Thursday, November 3
 - **3rd meeting:**
 - Monday, November 14 afternoon



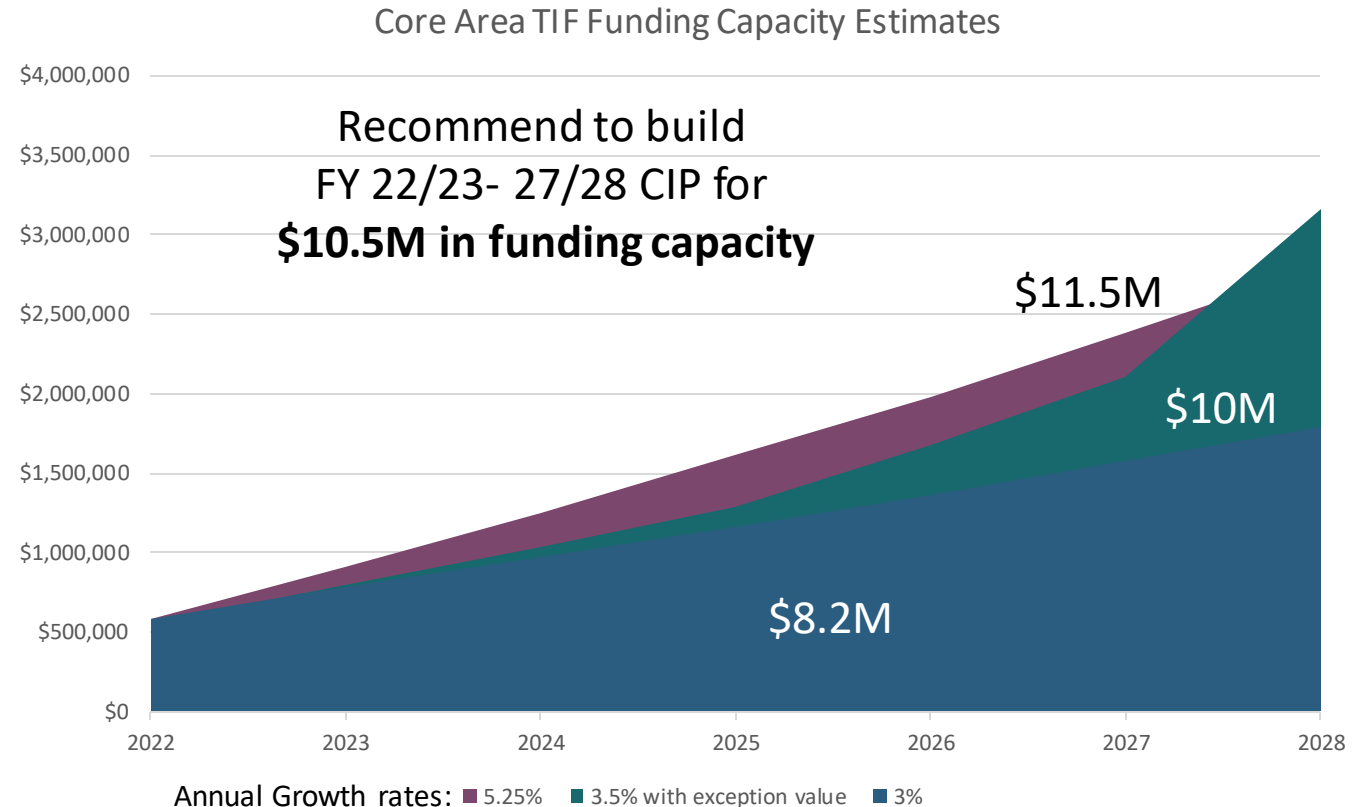
FUNDING PRIORITIES

Core Area TIF Simplified Model

FY 2022/23- FY 2027/28

- Assessed value increase & estimated funding capacity
 - 3% annually= **\$8.2 Million** in TIF available
 - 3.5% annually + modelled known development = **\$9 - 10.6 Million**
 - 5.25% annually = **\$11.5 Million**

Between FY20 to FY22, Core TIF area saw a **5.25% average** annual increase in assessed value



Project priorities and years that those funds are needed will impact overall funding capacity.

Known Development

- **New known tax-exempt property**
 - Division Street Navigation Center
 - Former Rainbow Motel Site
- **Projects valued at \$1M or more in construction value with CofO or building permit issued**
 - Element Hotel, 1526 NW Wall Street (\$10.7M)
 - DVAA & Imagine Stone Works, 221 NE Hawthorne Avenue (\$1.9M)
 - Nelson Tile, 2022 Division Street (\$2.8M)
 - 78 NW Kearney Office Building (\$1.3M)



Element Hotel, 1526 NW Wall Street, Certificate of Occupancy (CofO) issued XX, 2020



DVAA & Imagine Stone Works Office, 221 NE Hawthorne Ave. CofO issued August 2022





- Updated estimates/funding forecasts will be available in mid to late October for FY22/23
- We are currently drafting CIP scenarios for \$10.5M but CAAB can identify an additional priority project for up to \$1.5M (\$12M total) in case there is higher funding capacity
- \$6M for Midtown Crossing is being used as a placeholder for now- final amounts and years will be refined following Council direction in October
- TODAY we are seeking CAAB input on Evaluation Criteria to evaluate CIP options

Evaluation Criteria

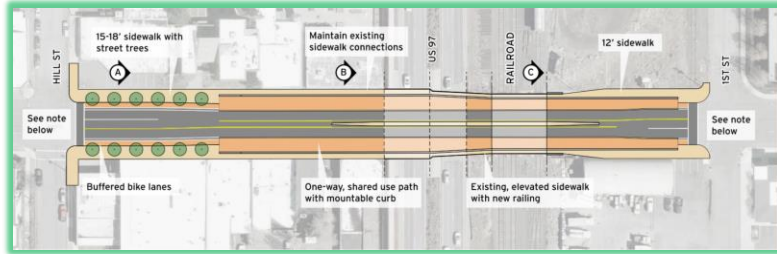
- **Re/Development Potential:** What CIP options will help catalyze the most development?
 - Level of TIF that could be generated
 - Creating/fostering mixed-use area
 - Potential for number of housing units (market rate and affordable)
- **Transportation Connections:** What CIP option completes a low stress route to increases walkability/bikeability and remove barriers especially for East/West connectivity?
- **Sustainability:** What CIP option incorporates low impact development practices and increase access to open/green space?



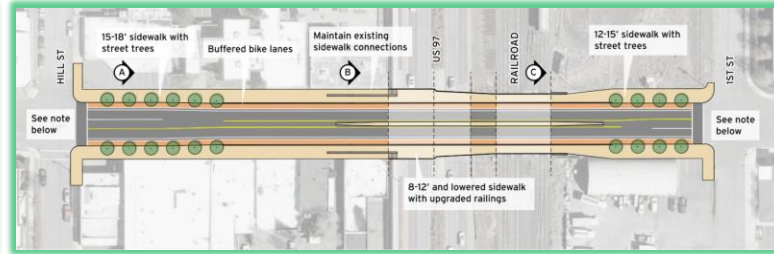
Midtown Crossings



Greenwood Avenue Undercrossing

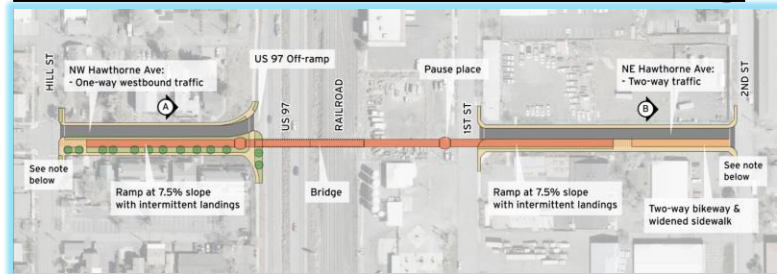


Concept 1: Shared Use Path / 3 Lanes

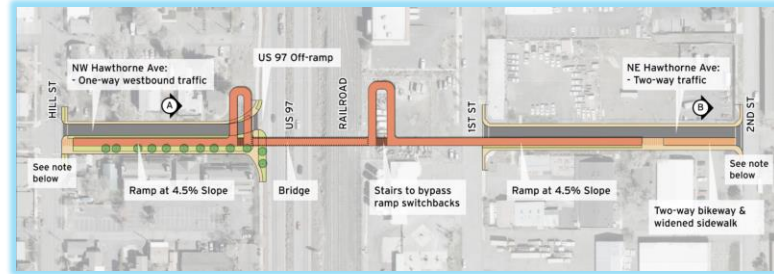


Concept 2: Lower & Widen Sidewalks / 3 Lanes

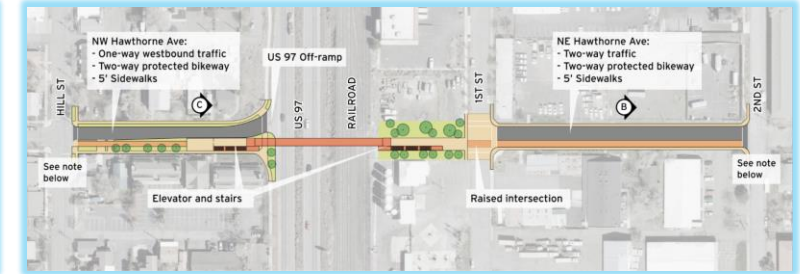
Hawthorne Avenue Crossing



Concept 1: Straight Approach

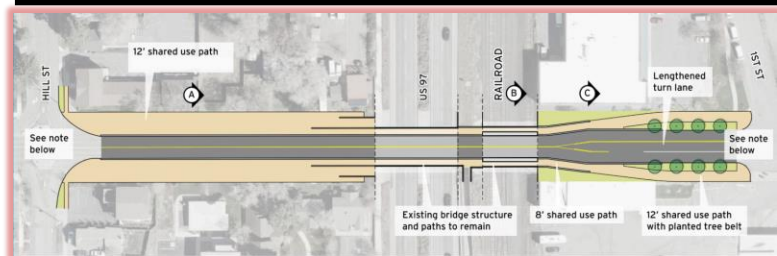


Concept 2: Switchback Ramps / Maintain 4.5% Slope

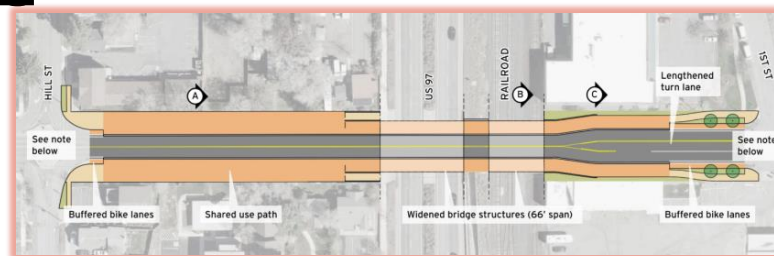


Concept 3: Stair & Elevator Bridge Access / No Ramps

Franklin Avenue Undercrossing



Concept 1: Widen and Level East Access - Plaza



Concept 2: Full Rebuild / Widen Undercrossing Opening

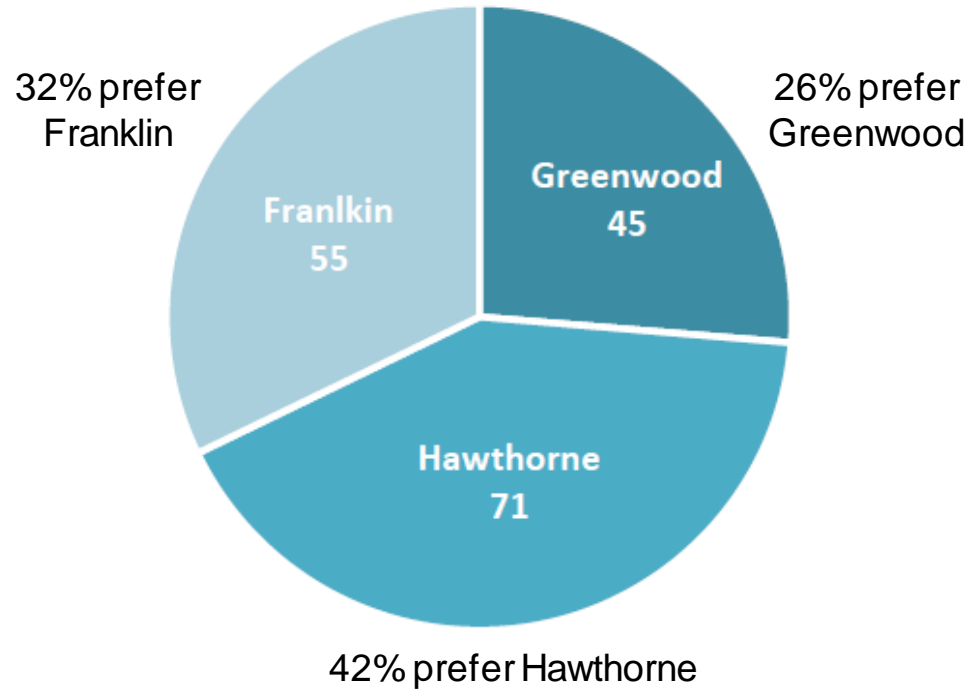
Total Responses: 223 people participated

- 203 English speaking
- 20 Spanish speaking

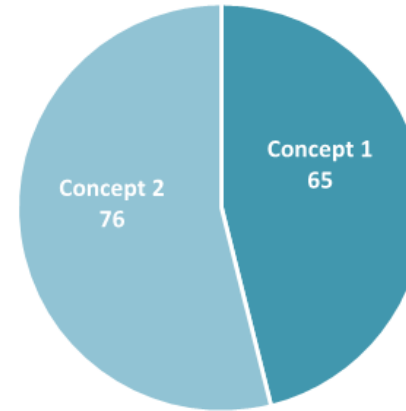
PUBLIC SURVEY



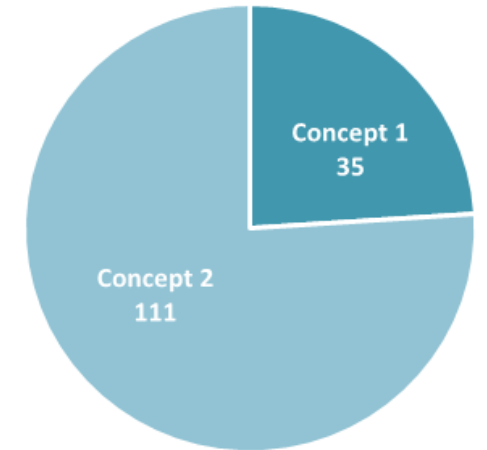
What corridor should we work on first?



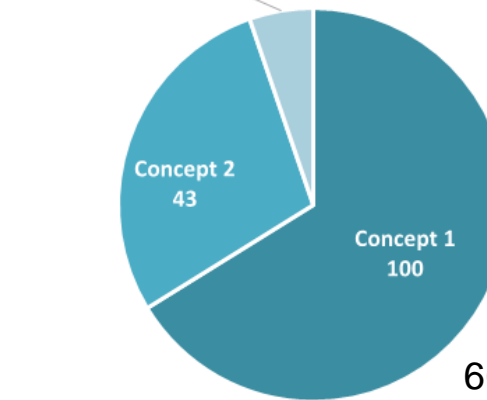
Greenwood Avenue
54% prefer Concept 1



Franklin Avenue
76% prefer Concept 2



Hawthorne Avenue
Concept 3: 8



66% prefer Concept 1



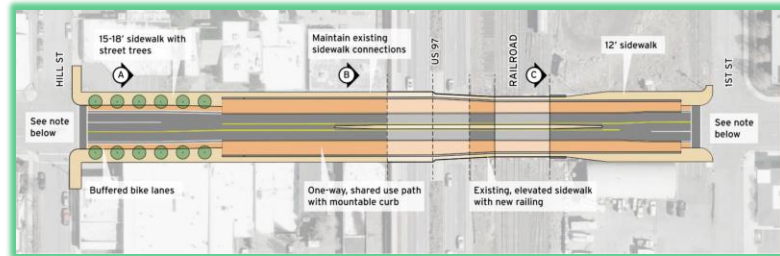
Criteria

- Alignment with Community Goals
- Safety, Security, and User Comfort
- Equitable Outcomes
- Urban Design
- Community Support
- Design Feasibility
- Cost
- Temporary Construction Impacts
- Environmental and Cultural Resource Constraints
- ROW Acquisition Needs
- Maintenance Requirements
- Feasibility with Respect to BNSF & ODOT Facilities

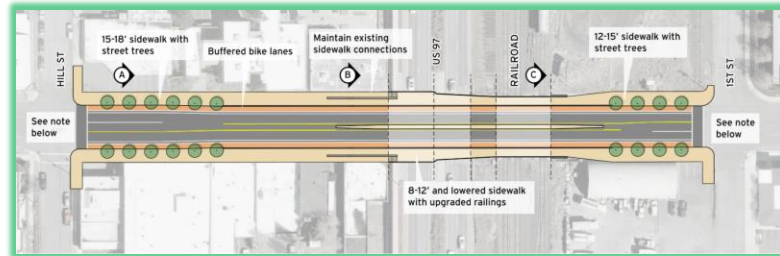
EVALUATION RESULTS PER CROSSING



Greenwood Avenue Undercrossing



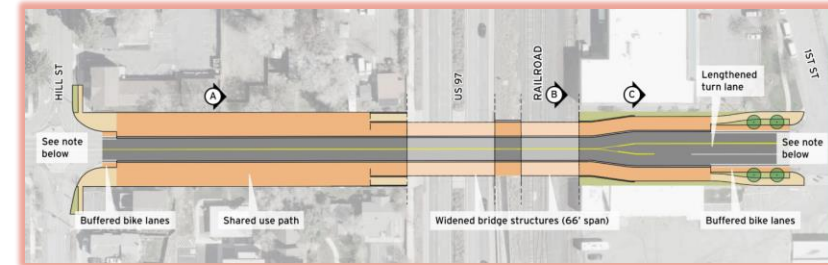
Concept 1: Shared Use Path / 3 Lanes



Concept 2: Lower & Widen Sidewalks / 3 Lanes

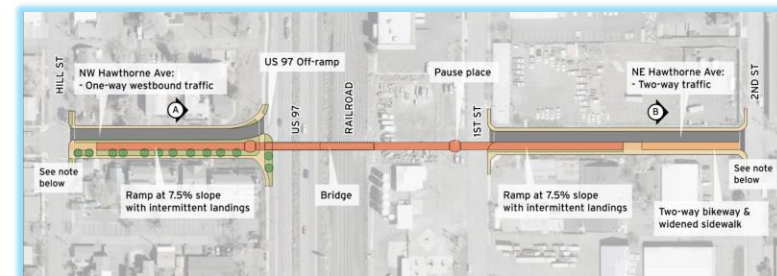
**Concept 2 scored slightly higher.*

Franklin Avenue Undercrossing



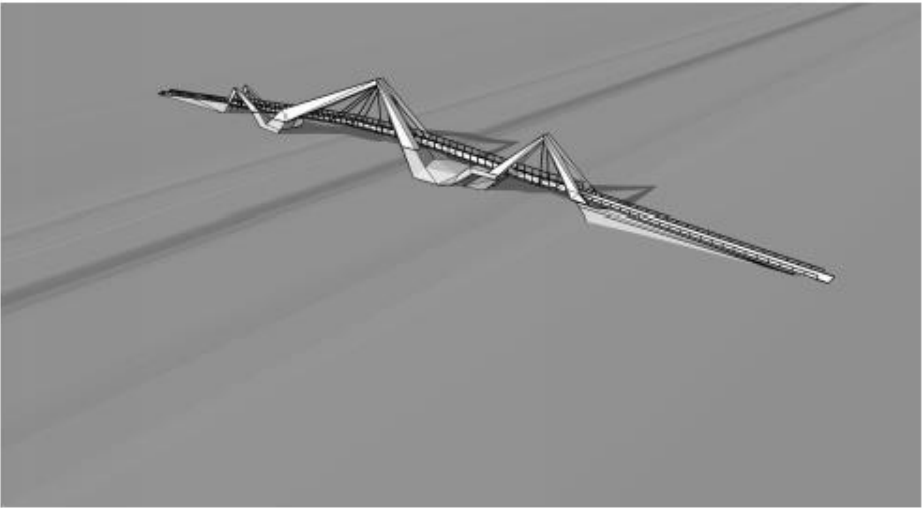
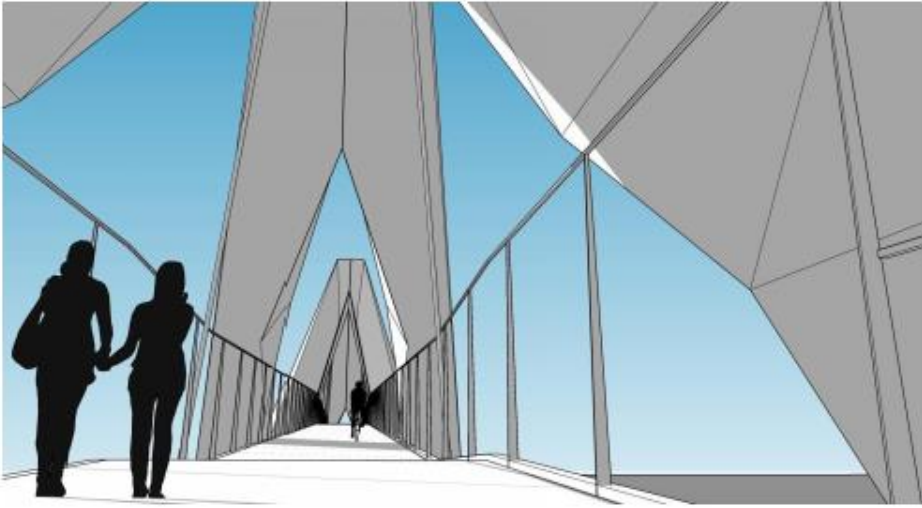
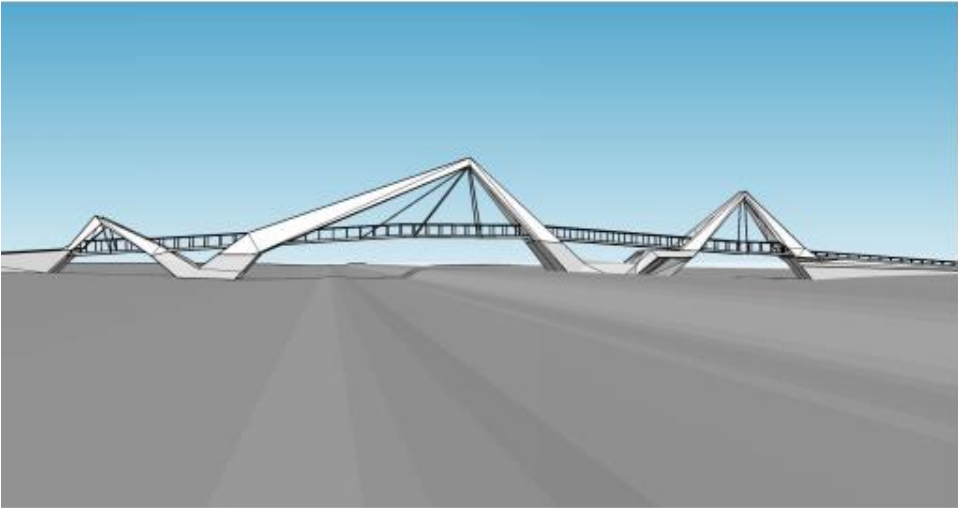
Concept 2: Full Rebuild / Widen Undercrossing Opening

Hawthorne Avenue Crossing

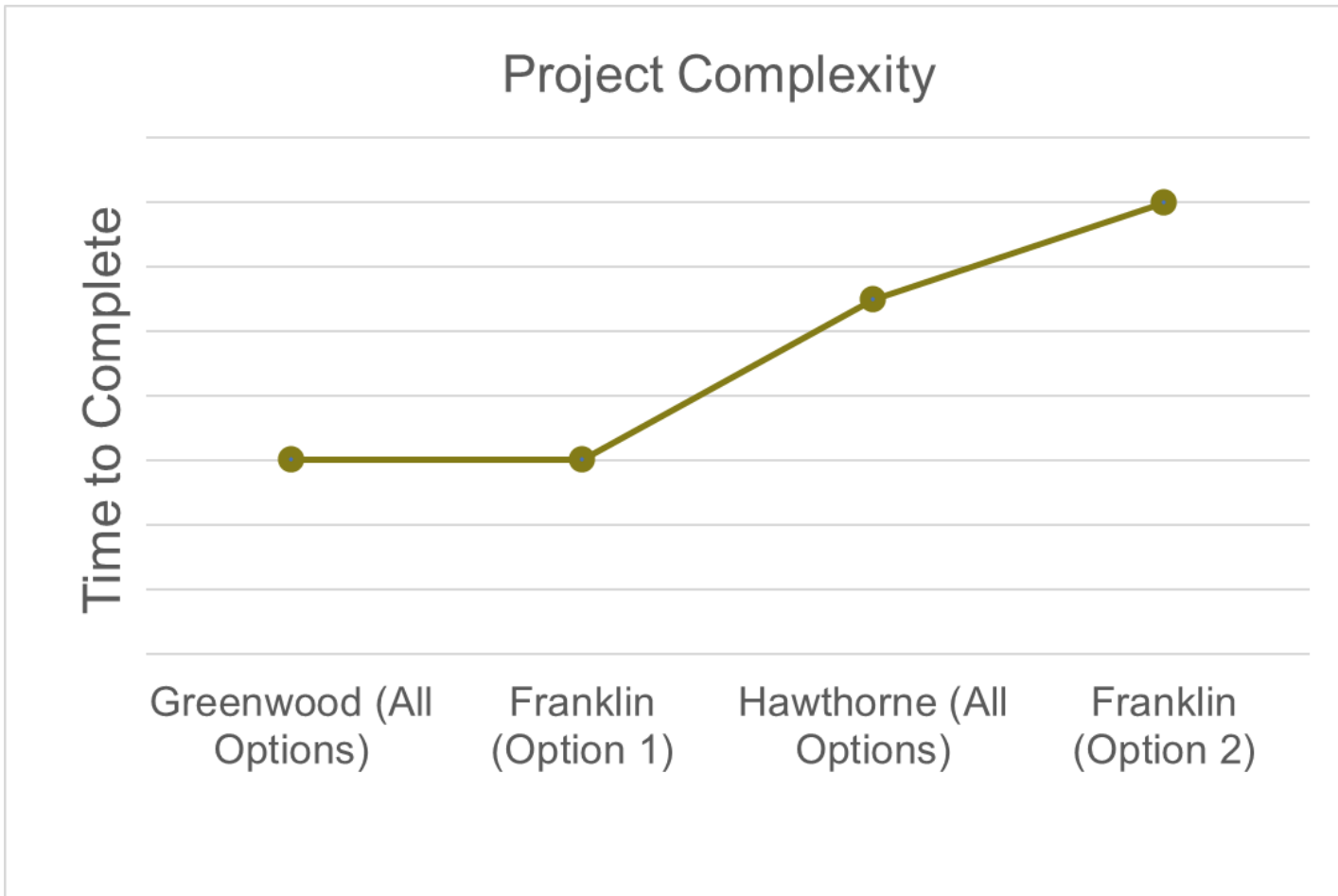


Concept 1: Straight Approach

HAWTHORNE CONCEPT 1 RENDERINGS



PROJECT COMPLEXITY AND SCHEDULE



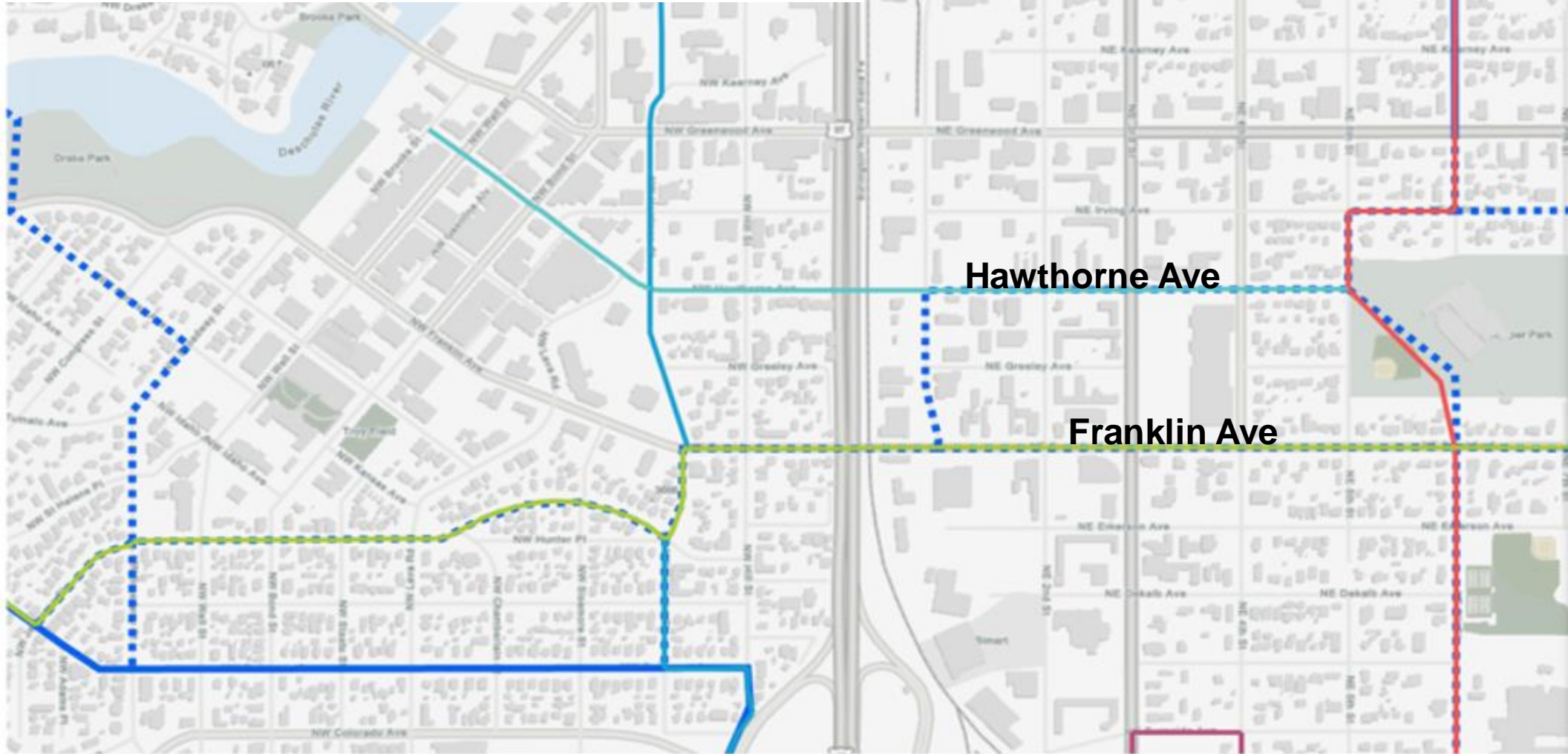
Example Project Delivery Considerations

- Develop Preferred Alternative
- Agency Coordination (BNSF & ODOT)
- Federal Funding Requirements
- Contracting Method
- Traffic Impact Mitigation
- Project Phasing (Limit E-W Impacts)
- Programmed Funding Limitations
- Project Stakeholder Coordination
- Construction fatigue w/ phased approach

GREENWAYS AND KEY ROUTES



- Key Route 2 on Franklin – Bond Funded
- Key Route 6 on Hawthorne – Bond Funded
- Neighborhood Greenway Phase IV – Transportation Funded Project



Key Routes

- Route 1 (Hunters Cir to SE 15th)
- Route 2 (Skyliners to Bear Creek)
- Route 3 (Shevlin Park to Neff)
- Route 4 (Century to 14th)
- Route 5 (Butler Market)
- Route 6 (Oregon to Hawthorne)
- Route 7 (Aune to Alden)
- Route 8 (18th to 27th)
- Route 9 (2nd to Parrell)
- Route 10 (OB Riley to Atwood)
- Route 11 (Pinebrook to Caldera)
- Route 12 (Old Mill to Wilson)

TSP Low Stress Network

LTS

- 0
- 1
- 2
- 3
- 4

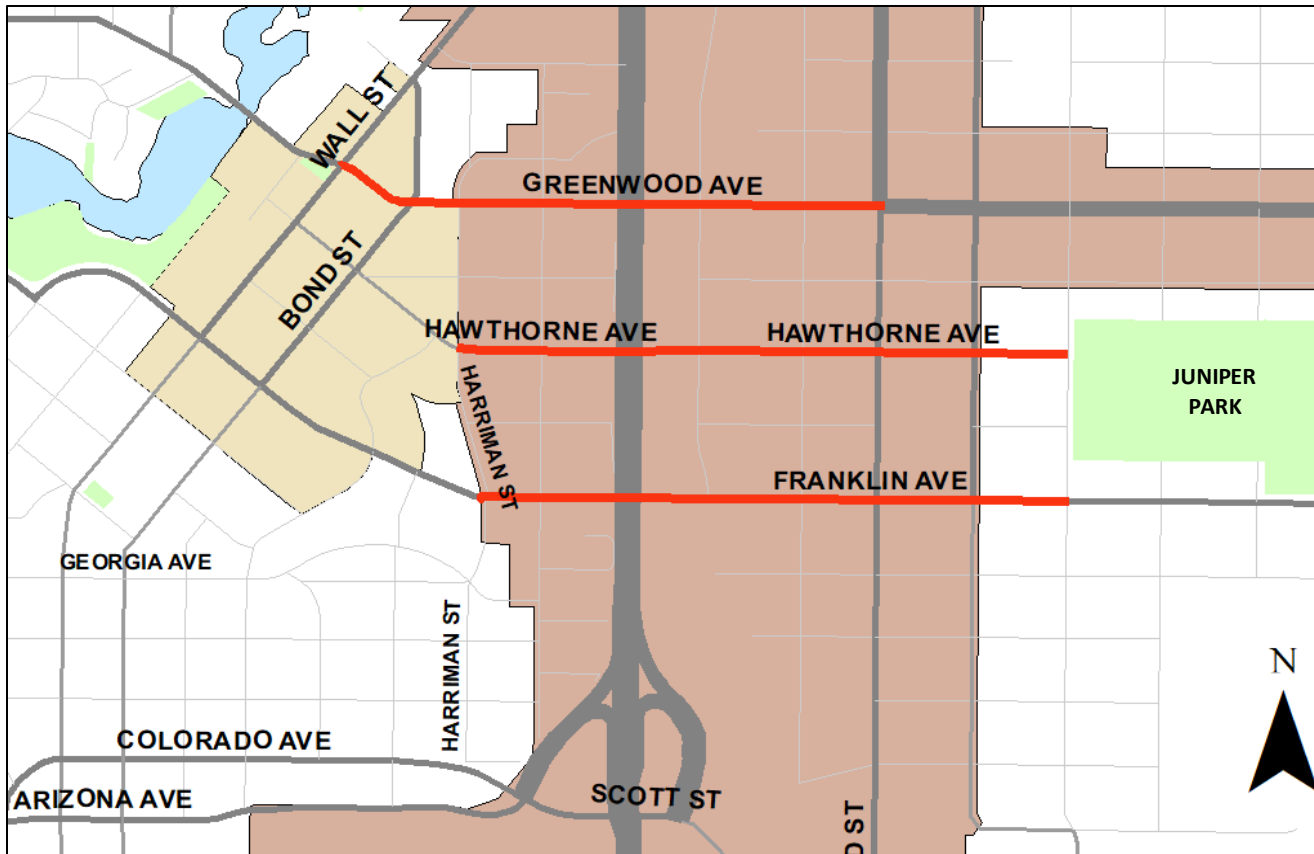
CIP Bicycle Greenways

Bicycle Greenway

- Built
- Not yet built



CORRIDOR OVERVIEW MAP



Legend

- Parks
- Downtown
- Core Area Tax Increment Finance (TIF) Boundary
- Deschutes River
- Corridor Extents

MIDTOWN CORRIDOR	ENGINEER'S ESTIMATE
Greenwood – C1	\$8.7M*
Greenwood – C2	\$13.5M*
Hawthorne – C1	\$24.7M (+\$3.3M – 20 FT)
Hawthorne – C2	\$26M (+\$3M – 20 FT)
Hawthorne – C3	\$24M (+\$3M – 20 FT)
Franklin – C1	\$11M**
Franklin – C2	\$51.5M**

1. *Engineer's Estimate includes estimate for crossing, corridor, and programmed stormwater (outlined below).*
2. *Hawthorne estimate includes (+\$3M) for 20-foot wide option. Base estimate includes costs of 14-foot wide option.*

**Includes \$2.25M Programmed in the Stormwater CIP to address the undercrossing flooding (FY 22-26)*

***Includes \$1.5M Programmed in the Stormwater CIP to address the undercrossing flooding (FY 22-26)*

COST ESTIMATES AND FUNDING



Engineer's Estimates:

Infrastructure	Greenwood		Hawthorne (+20FT Option)			Franklin	
	C1	C2	C1	C2	C3	C1	C2
Crossing Costs	\$3.0M	\$7.8M	\$19.7M (+\$3.3M)	\$21 (+\$3M)	\$19 (+\$3M)	\$6.8 M	\$46.9M
Corridor Costs	\$3.4 M		\$5.0 M+ (ie. increase for linear park idea)			\$3.1 M	
Stormwater Costs	\$2.3 M		N/A			\$1.5 M	
Total Costs	\$8.7M	\$13.5M	\$24.7M (+\$3.3M)	\$26M (+\$3M)	\$24M (+\$3M)	\$11M	\$51.5M

Available Funds:

CIP Funding Source	FY22/23	FY23/24	FY24/25	FY25/26	TOTAL
Transportation Fund	\$1,298,800	\$850,000			\$2,148,800
GO Construction Bond	\$1,100,000	\$1,270,000	\$6,600,000	\$4,000,000	\$12,970,000
Stormwater Fund	\$500,000	\$750,000	\$1,500,000	\$1,500,000	\$4,250,000
Additional Funding Sources			Amount	SUBTOTAL	\$19,368,800
Core Area Tax Increment Fund (TIF)			\$6,000,000	Add'l Funds	\$6,688,800
All Roads Transportation Grants (Franklin & Greenwood only)			\$688,800	TOTAL	\$26,057,600

FUNDING SOURCES



Funding Sources	Description	Greenwood	Hawthorne	Franklin
Bond - Midtown Crossings	Eligible for crossing improvement(s) at either Greenwood, Hawthorne, or Franklin. Currently Programmed in 2023-2026. (<i>*\$24.5M identified in TSP near term projects; plus \$12M in long-term; \$36.5M Total</i>)	← \$12,000,000* →		
Bond - Key Intersections	Funding for enhanced crossings at 2nd/Greenwood, 2nd/Franklin, and 4th/Franklin	\$210,000	n/a	\$420,000
Bond - Key Routes	Funding to complete low stress network for Routes 2 (Franklin) and Route 6 (Hawthorne)	n/a	← \$340,000 →	
Core Area Tax Increment Financing (TIF)	Only eligible projects, or proportion share of project, within Core TIF Area. \$6 Million earmarked for Midtown Crossings between FY2023-2028 however not all funding will be available in initial years. Additional TIF could be available after FY 2027/28.	← \$6,000,000 →		
Transportation - Greenways Phase IV	Complete low stress network connections between Downtown and Juniper Park. Only a small portion of these funds can be used for Franklin (3rd to 5th Street).	n/a	\$748,800 (\$30,000)	
Storm - Franklin and Greenwood	Funds to address stormwater flooding concerns at Franklin and Greenwood undercrossings. Programmed in CIP for 2022-2026	\$2,250,000	n/a	\$1,500,000
All Roads Transportation Safety (ARTS) Grants	State grants to improve safety at Greenwood corridor and Franklin lighting improvements. Requires coordination with ODOT to administer grant funds.	\$562,800	n/a	\$126,000 (lighting)
Transportation - Midtown	City received \$2 Million state grant. \$517,220 encumbered with current feasibility study contract.	← \$1,500,000 →		
Other Grants	The City of Bend is pursuing additional funding opportunities discussed in further detail on the next slide.	Not secured at this time		



Grant Program	Due Date	Funding Source	Overview	Award / Match, if Awarded	Project
Oregon Community Paths	Pre-application: September 15, Application: January 31	ODOT program, both state and federal \$ available	Investments in multi-use paths <u>not part of a roadway</u> that serve a transportation purpose. 30% match for state, 10.27% for federal.	<ul style="list-style-type: none"> \$1.4M (\$1M state request; \$400K match) \$1M (\$900K federal request; \$100K match) 	Midtown Crossings
Reconnecting Communities Pilot Program	October 13	New federal grant under IIJA (USDOT)	Planning and capital construction to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities	<ul style="list-style-type: none"> \$24M (\$12M federal request, \$12M match)* Max request is \$100M 	Hawthorne Overcrossing

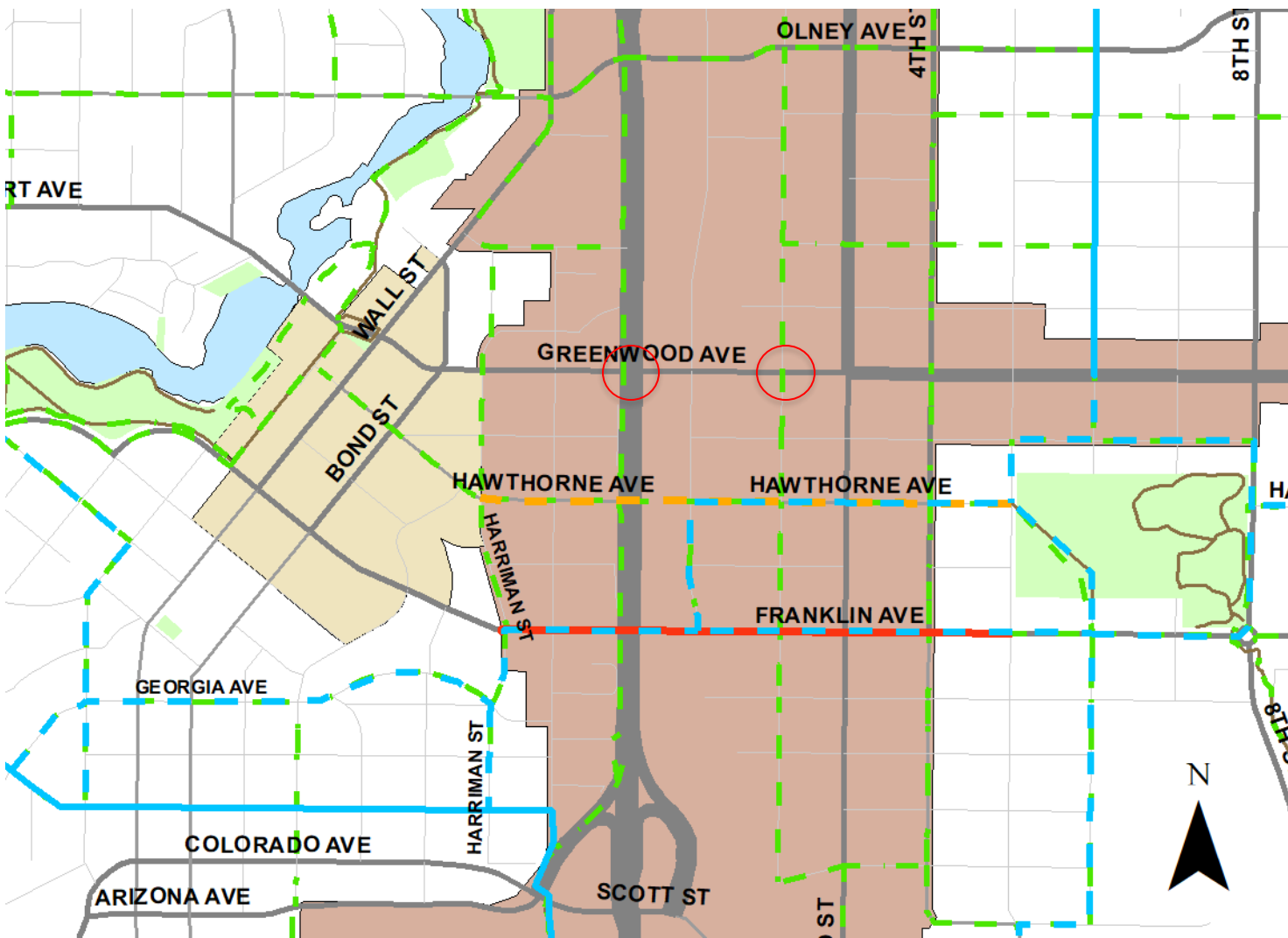
**minimum 50% match (20% local/state, other 30% match could be federal grants if secured)*

CIP SCENARIO 1- PRIORITIZE FRANKLIN (C1)



Funding Sources	Greenwood (C1)	Hawthorne (+20FT)	Franklin (C1)
Total Costs (Crossing, Corridor, Stormwater)	\$8.7M	\$24.7M (+\$3.3M)	\$11M
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)		\$7,750,000	\$4,250,000
TIF (crossing/corridor)		\$3,000,000	\$3,000,000
State Grant – Transportation Fund			\$1,500,000
Total	\$3,022,800	\$10,750,000	\$11,136,000
Funding Gap	(\$5.7M)	(\$13.9M, +\$3.3M)	\$0

- Able to complete Franklin Corridor and Crossing Concept 1
- \$10.75M reserved for grant matches for Hawthorne Crossing Concept 1 resulting in \$17M gap for 20ft crossing and corridor improvement
 - Future funding source considerations (Federal Grant Applications (50% match) and TIF)
 - Minimal improvements to Greenwood primarily for Stormwater and 2nd/Greenwood



PRIORITIZE FRANKLIN



- Complete Franklin C1 and Franklin Corridor, initiate design starting in 2023
- Precede with design of Hawthorne only (orange dash line) and try to secure federal funding
 - Reserve some \$ for federal or state grant matches
- Stormwater improvements for Greenwood and 2nd/Greenwood minor improvement
 - Additional TIF could be considered to support these improvements

Legend

- | | |
|-------------------------------|--|
| Corridor Extents | Parks |
| Existing Paths/Trails | Downtown |
| Planned Low Stress Network | Core Area Tax Increment Finance (TIF) Boundary |
| Neighborhood Greenways | Deschutes River |
| Not Built (Phase IV) | |
| Built | |

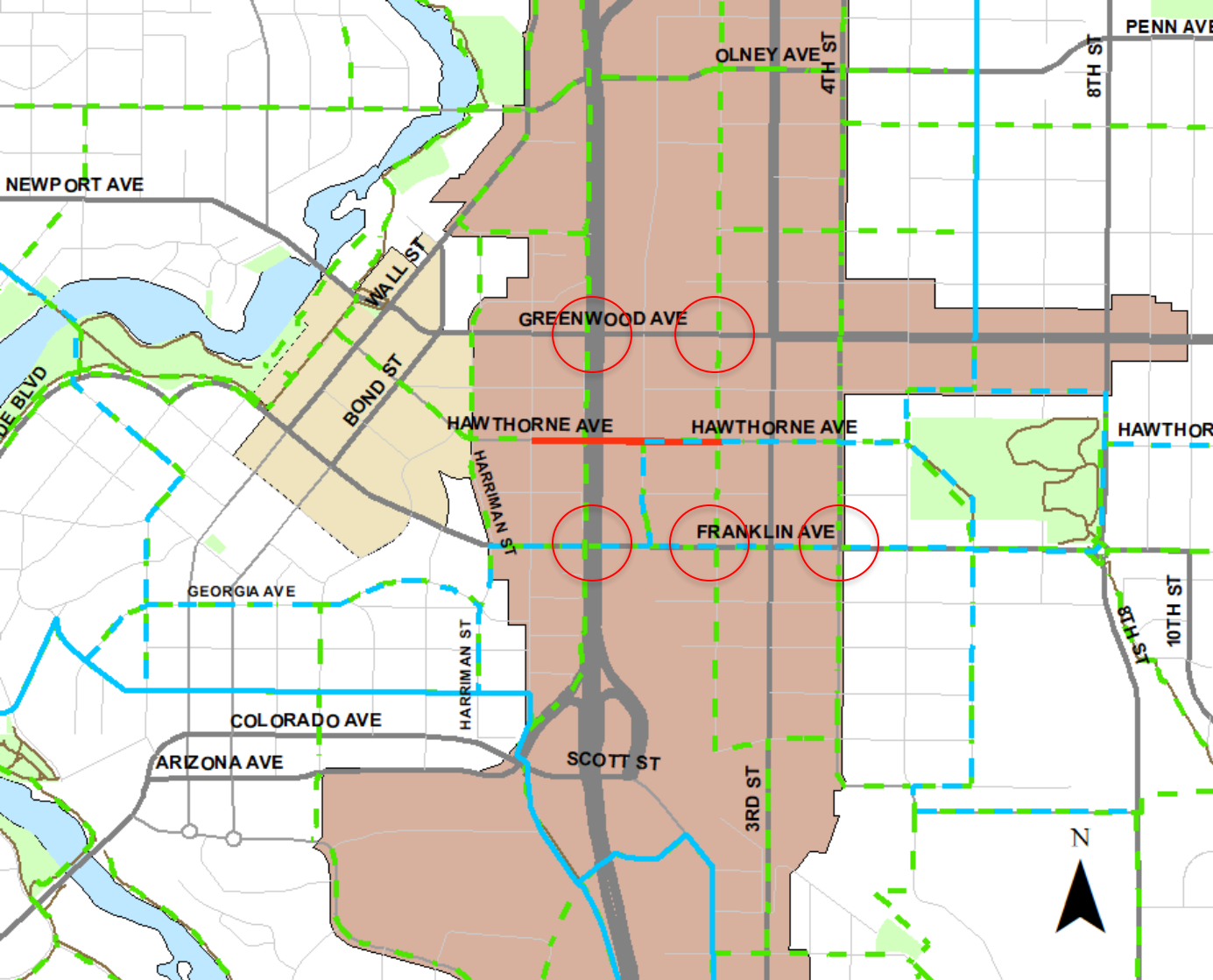
CIP SCENARIO 2 - PRIORITIZE HAWTHORNE



Funding Sources	Greenwood (C1)	Hawthorne (C1) (+20FT)	Franklin (C1)
Total Costs (Crossing, Corridor, Stormwater)	\$8.7M	\$24.7M (+\$3.3M)	\$11M
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)		\$12,000,000	
TIF (crossing/corridor)		\$6,000,000	
State Grant – Transportation Fund		\$1,500,000	\$-
Total	\$3,272,800	\$19.5M	\$2,386,000
Funding Gap	(\$5.4M)	(\$5.2M, +\$3.3M)	(\$8.6M)

- \$500K funding gap for 14ft Hawthorne Concept 1, \$3.5M gap for 20ft Concept 1 (solely overcrossing)
- No funds available for Hawthorne Corridor improvements without additional funding secured
- Franklin and Greenwood stormwater still moves forward with minimal improvements for pedestrian safety and crossings improvements.
- No complete corridor/connection is completed in near term, with exception of Phase IV Greenways (\$748k)

PRIORITIZE HAWTHORNE



- Allocate all funds for Hawthorne Crossing
 - Adequate funding for 14ft crossing, Concept 1, not including corridor
 - Insufficient funds for 20ft crossing
 - 6-7 year project delivery
 - Pursue additional grant funds
- Franklin & Greenwood stormwater improvements and minor improvements to 2nd/Greenwood, 2nd/Franklin, and 4th/Franklin (2022-2026)
- Neighborhood Greenways Phase IV as independent project

Legend

- | | |
|-------------------------------|--|
| Corridor Extents | Parks |
| Existing Paths/Trails | Downtown |
| Planned Low Stress Network | Core Area Tax Increment Finance (TIF) Boundary |
| Neighborhood Greenways | Deschutes River |
| Not Built (Phase IV) | |
| Built | |

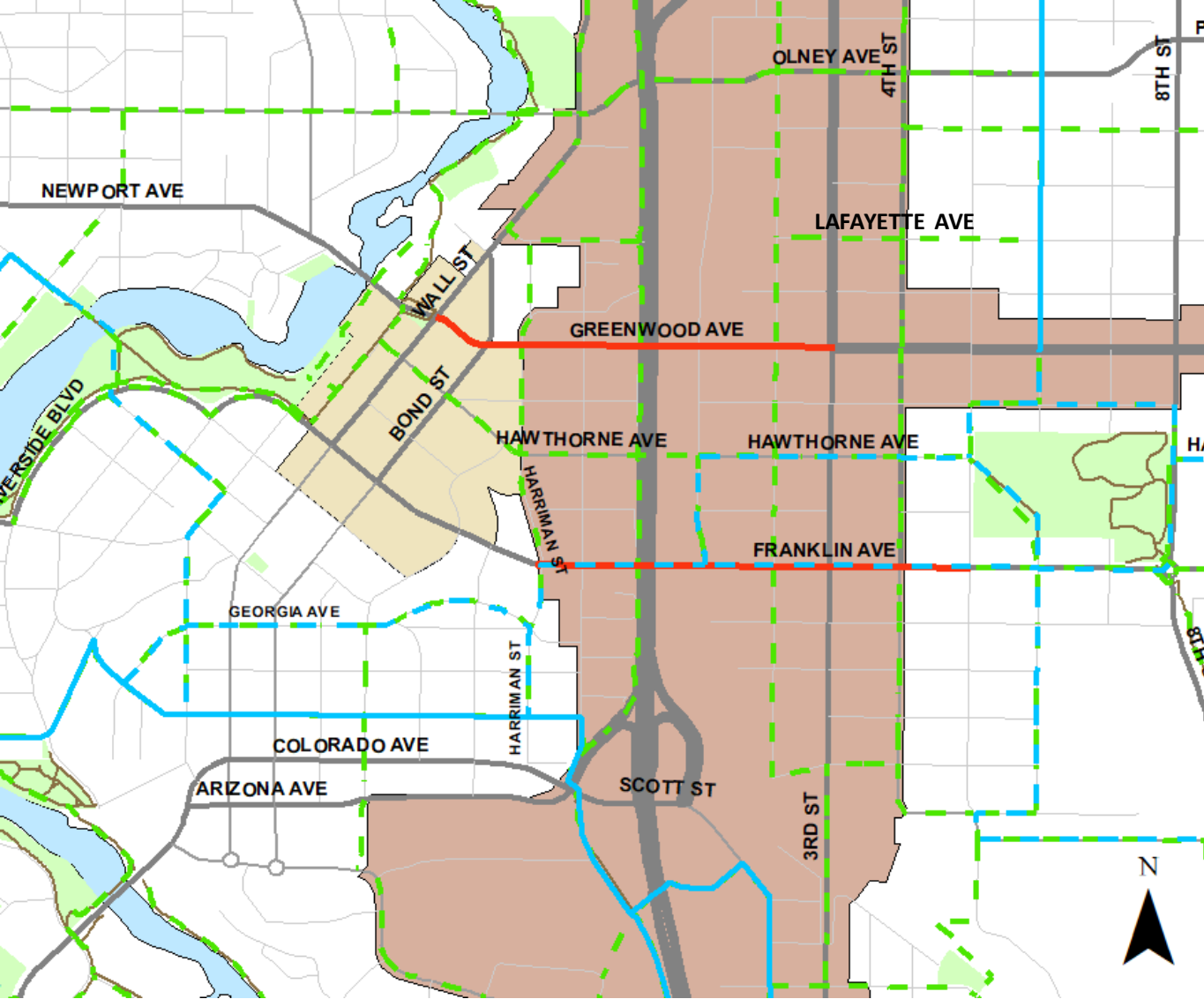
CIP SCENARIO 3 - FRANKLIN (C1), GREENWOOD (C1 OR C2)



Funding Sources	Greenwood (C1)	Hawthorne (+20 FT)	Franklin (C1)
Total Costs (Crossing, Corridor, Stormwater)	\$8.7M	\$24.7M (+\$3.3M)	\$11M
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)	\$4,000,000	\$3,000,000	\$5,000,000
TIF (crossing/corridor)	\$1,200,000	\$2,050,000	\$2,750,000
State Grant – Transportation Fund	\$500,000		\$1,000,000
Total	\$8,722,800 (+4.9M, C2)	\$5,050,000 (-\$4.9M, C2)	\$11,136,000
Funding Gap	\$0	(\$16.9M, +\$3.3M)	\$0

- Completes Greenwood Concept 1 and Greenwood Corridor (Road Diet)
 - Greenwood Concept 2 added costs would be deducted from Hawthorne budget
- Completes Franklin Concept 1 and Franklin Corridor improvements
- Minimal available for Hawthorne in next 7-10 years with existing funding sources
- Stormwater improvements completed in conjunction with corridor/crossing improvements

FRANKLIN & GREENWOOD



- Completes Franklin Concept 1 and Franklin Corridor
- Completes Greenwood Concept 1 and Greenwood Corridor
- \$5.0M (-\$4.9M, Greenwood – C2) available for future Hawthorne Crossing project
- Greenwood crossing/corridor improvements would benefit from completion low stress routes to connect to 6th Street Greenway

Legend

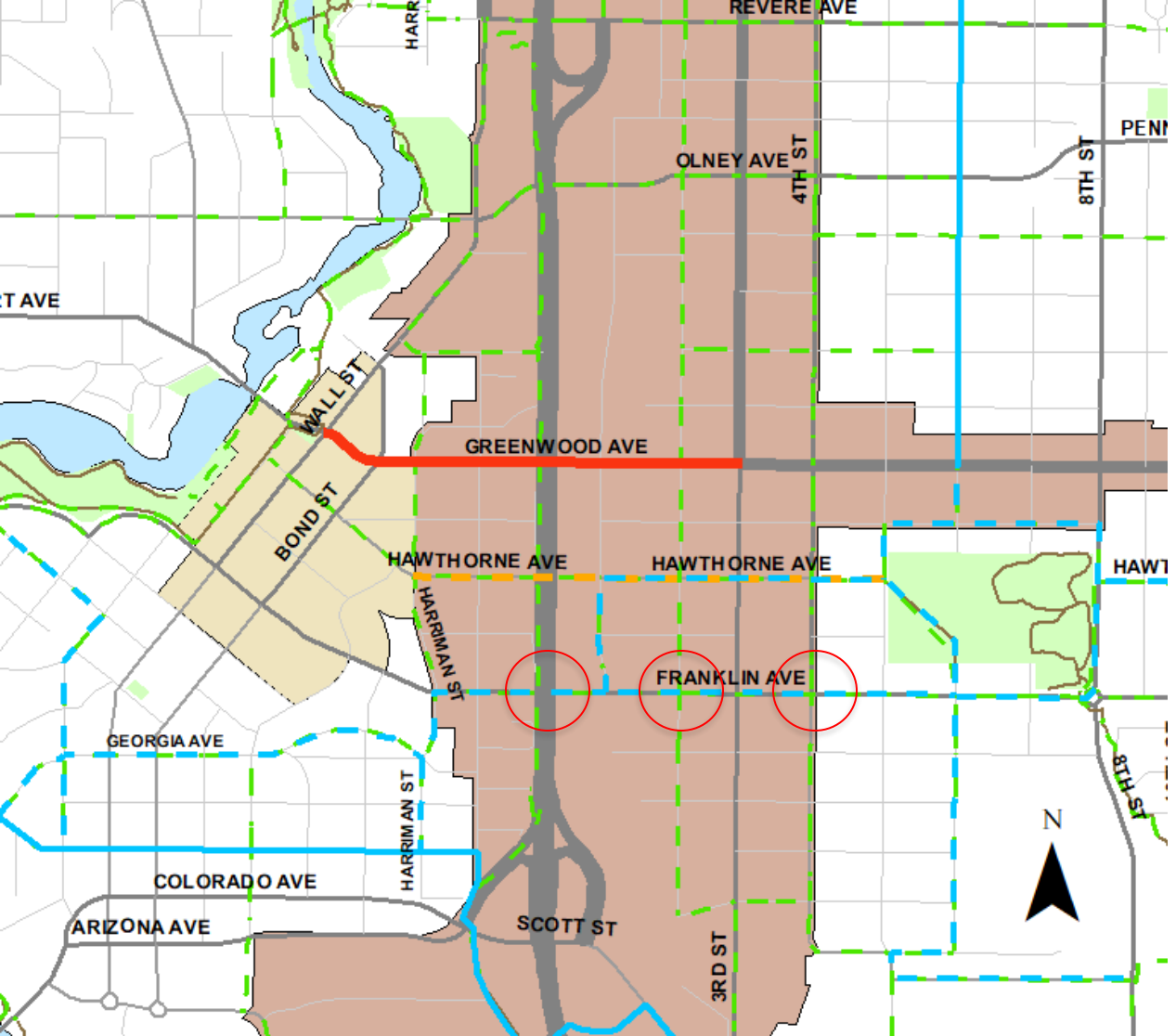
- Corridor Extents
- Existing Paths/Trails
- - - Planned Low Stress Network
- Neighborhood Greenways
 - - - Not Built (Phase IV)
 - Built
- Parks
- Downtown
- Core Area Tax Increment Finance (TIF) Boundary
- Deschutes River



CIP SCENARIO 4 – PRIORITIZE GREENWOOD (C1 OR C2)

Funding Sources	Greenwood (C1, C2)	Hawthorne (+20 FT)	Franklin (C1)
Total Costs (Crossing, Corridor, Stormwater)	\$8.7M	\$24.7M (+\$3.3M)	\$11M
ARTS (corridor)	\$562,800		\$126,000
Stormwater	\$2,250,000		\$1,500,000
Bond Intersections (corridor)	\$210,000		\$420,000
Bond Key Routes (corridor)			\$340,000
Bond Midtown Crossings (crossing)	\$4,000,000	\$8,000,000	
TIF (crossing/corridor)	\$1,200,000	\$4,800,000	
State Grant – Transportation Fund	\$500,000	\$1,000,000	
Total	\$8,722,800 (+4.9M, C2)	\$13,800,000 (-\$4.9M, C2)	\$2,386,000
Funding Gap	\$0	(\$10.9M, \$15.8M, C2, +\$3.3M)	(\$8,757,000)

- Completes Greenwood Concept 1 and Greenwood Corridor (Road Diet)
 - Greenwood Concept 2 added costs would be deducted from Hawthorne budget
- Hawthorne opportunity to proceed with design or look for add'l funding opportunities
- Franklin Stormwater & lighting improvements completed independent of roadway improvements, may also include Phase IV Greenways and Bond crossings at 2nd and 4th.



PRIORITIZE GREENWOOD



- Completes Greenwood Crossing and Greenwood Corridor
- \$13.8M (-\$4.9M, Greenwood – C2) available for future Hawthorne Crossing project
- Greenwood crossing/corridor improvements would benefit from completion low stress routes to connect to 6th Street Greenway
- Franklin Stormwater & lighting improvements completed independent of roadway improvements

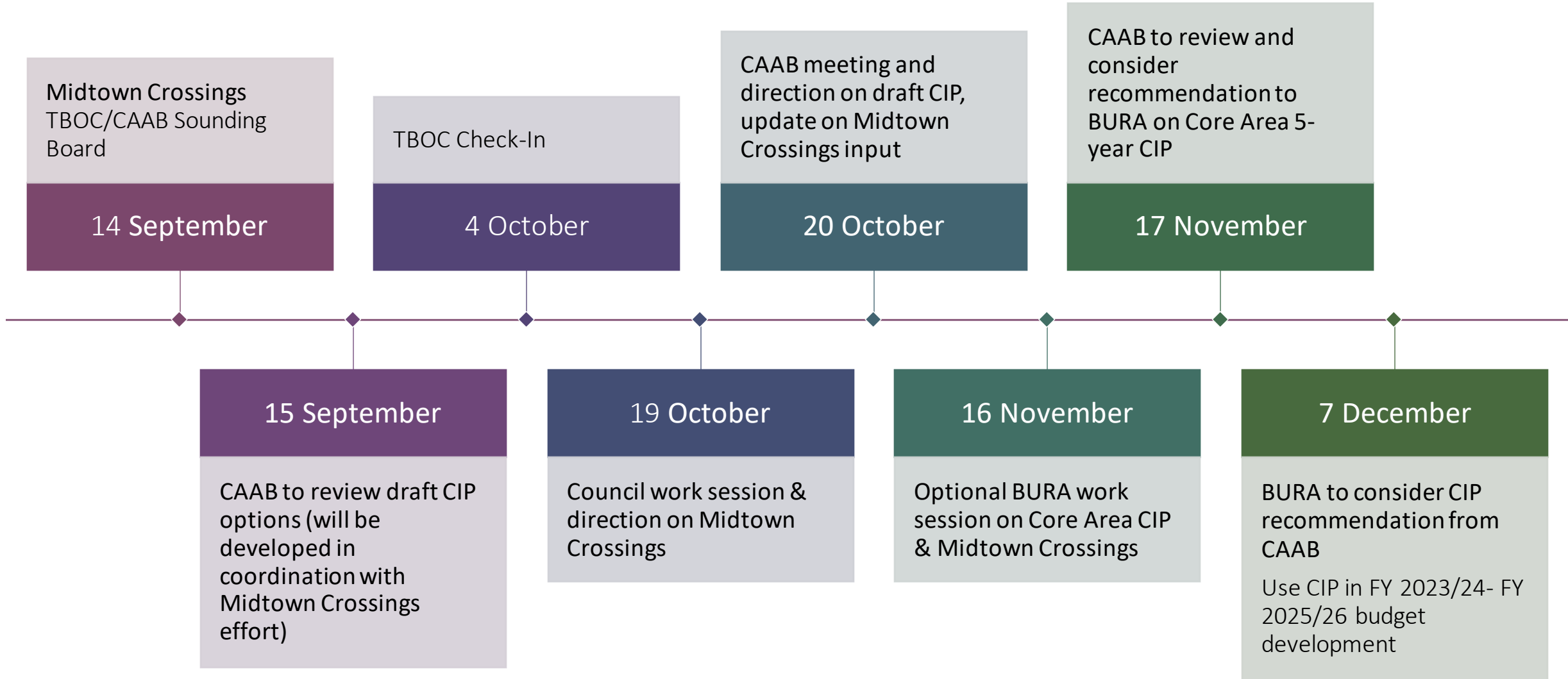
Legend

Corridor Extents	Parks
Existing Paths/Trails	Downtown
Planned Low Stress Network	Core Area Tax Increment Finance (TIF) Boundary
Neighborhood Greenways	Deschutes River
Not Built (Phase IV)	
Built	





CITY OF BEND



NEXT MEETING: THURSDAY, OCTOBER 20

MEETING TOPICS

- Funding Priorities
- Equity Analysis Update
- Performance Metrics

Location: Council Chambers

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 541-213-7387; Relay Users Dial 7-1-1.

