

## 2022 Core Area Performance Metrics


The following performance metrics report is intended to help evaluate the performance of the Bend Urban Renewal Agency in achieving the Guiding Principles of the Core Area Tax Increment Finance (TIF) Plan. Metrics are organized by the following Core Area Guiding Principles:

- Create a place where you can live, work and play
- This is a walkable area with a balanced transportation system
- This area removes barriers and connects the East and West sides of Bend
- This plan leads to direct outcomes, it is implemented
- Affordability is preserved
- Public investments incentivize and catalyze private development
- The planning process is transparent and open to ensure that those affected by the decisions are involved in the process
- This area incorporates sustainable and low impact development principles and practices

This 2022 Annual Report is proposed to be the first annual performance monitoring report. Future performance is anticipated to be evaluated on an annual basis. Performance metrics may be modified over time as needed.

A public facing dashboard of these metrics is also available using the following link: [bit.ly/coreareaperformance](https://bit.ly/coreareaperformance)

## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
 <p>Create a place where you can live, work, and play.</p>	<p>1. Number of residential units (focus on net new)</p> <p><b>Target:</b> 607 total housing units by 2028 and 1,819 units by 2040.</p>	<p>308 Total</p> <ul style="list-style-type: none"> <li>SFD: 139</li> <li>SFA: 9</li> <li>Duplex- Quadplex: 61</li> <li>MF: 35</li> <li>ADU: 1</li> <li>Mixed-Use: 2</li> <li>Mobile: 61*</li> </ul> <p><i>Based on number of units built on December 14, 2020</i></p>	<p>255 units</p> <ul style="list-style-type: none"> <li>SFD: 136</li> <li>SFA: 9</li> <li>Duplex-Quadplex: 61</li> <li>MF: 35</li> <li>ADU: 1</li> <li>Mixed-Use: 4</li> <li>Mobile: 9*</li> </ul> <p><i>*In 2021, the City completed a mobile home assessment and mobile home units in the area decreased from 61 to 9.</i></p>	<p>223 units</p> <ul style="list-style-type: none"> <li>SFD: 109*</li> <li>SFA: 0**</li> <li>Duplex-Quadplex: 59</li> <li>MF: 38</li> <li>ADU: 1</li> <li>Mixed-Use: 7</li> <li>Mobile: 9</li> </ul> <p><i>*In 2022, the City completed an assessment of residential units in commercial zones to determine current occupancy use which resulted in some residential units now being classified as commercial uses.</i></p> <p><i>**The City modified its methodology for categorizing Condos, which were all previously categorized as Single Family Attached. Core Area SFA units were recategorized to MF.</i></p>
	<p>2. Number of businesses and employees in Core Area</p> <p><b>Target:</b> 8,282 employees by 2028 and 9,451 employees by 2040.</p>	<p><b>2019 (Pre-COVID)</b> 758 job sites (establishments) and 7,802 average employment (employees)</p> <p><b>2020 (COVID-19)</b> 773 job sites and 7,589 average employment</p>	<p>800 job sites and 7,314 average employment (employees)</p> <p>Since 2019: 42 net new job sites 488 less employees</p>	<p>2022 CQEW data will not be available until October of 2023.</p>




## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
	<p>3. Percentage of Core Area residential units that are within a ½ mile walkshed of a publicly accessible park, plaza, open space, or natural area.</p> <p><b>Target:</b> 100% of Core Area residents live within ½ mile walkshed to a publicly accessible park, plaza, open space or natural area by 2051.</p>	<p>23% of Core Area residential units are within a ½ mile walkshed of a publicly accessible park, plaza, open space or natural area.</p>	<p>17.6% of Core Area residential units within ½ mile walkshed.</p> <p><i>*Mobile home units that were included in the 2020 residential data were within a park walkshed and were removed from dataset in 2021 based on a mobile home assessment that was completed.</i></p>	<p>17.5% of Core Area residential units within ½ mile walkshed.</p>




## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
 <p>This is a walkable area with a balanced transportation system.</p>	<p>4. Transit ridership: Total transit boardings &amp; alightings (exits) within Core Area (January 1-December 31 each year)</p> <ul style="list-style-type: none"> <li>At Hawthorne Station</li> <li>At transit stops</li> <li>Percentage change of total boardings from previous year</li> </ul> <p><b>Target:</b> Increase transit boardings &amp; alighting by 3% every 5 years.</p>	<p><b>2019 baseline (Pre COVID-19)</b></p> <ul style="list-style-type: none"> <li>Hawthorne boardings: 166,125</li> <li>Transit stop boardings: 27,723</li> <li>Most frequently boarded stops:               <ul style="list-style-type: none"> <li>3<sup>rd</sup> &amp; Wagner Mall (4,976)</li> <li>3<sup>rd</sup> &amp; Roosevelt E (2,067)</li> <li>4th &amp; Seward (1,923)</li> </ul> </li> <li>Total boardings: 193,848</li> </ul> <p><b>2020:</b></p> <ul style="list-style-type: none"> <li>Hawthorne boardings: 100,385</li> <li>Transit stop boardings: 17,146</li> <li>Most frequently boarded stop               <ul style="list-style-type: none"> <li>3<sup>rd</sup> &amp; Wagner Mall (2,719)</li> <li>3<sup>rd</sup> @ Roosevelt Ave E (1,485)</li> <li>3<sup>rd</sup> &amp; Yew Ln E (1,387)</li> </ul> </li> <li>Total boardings: 117,531 (Δ-39% from 2019)</li> </ul>	<ul style="list-style-type: none"> <li>Hawthorne boardings: 82,235</li> <li>Transit stop boardings: 13,755</li> <li>Most frequently boarded stops:               <ul style="list-style-type: none"> <li>3<sup>rd</sup> &amp; Wagner Mall (1,471)</li> <li>3<sup>rd</sup> &amp; Dekalb W (1,259)</li> <li>3<sup>rd</sup> &amp; Roosevelt E/Yew E (1,026 at both locations)</li> </ul> </li> <li>Total alighting: 14,680</li> <li>Total boardings: 95,990 (Δ-50% from 2019)</li> </ul>	<ul style="list-style-type: none"> <li>Hawthorne Boardings: 81,702</li> <li>Transit stop boardings: 68,037</li> <li>Most frequently boarded stops:               <ul style="list-style-type: none"> <li>3<sup>rd</sup> &amp; Wagner Mall (9,570)</li> <li>3<sup>rd</sup> &amp; Roosevelt E (4,697)</li> <li>3<sup>rd</sup> &amp; Yew E (4,047 at both locations)</li> </ul> </li> <li>Total alighting: <i>still awaiting data</i></li> <li>Total boardings: 149,793 (Δ-23% from 2019)</li> </ul>




## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
 <p>This area removes barriers and connects the East and West sides of Bend.</p>	<p>5. Percent complete of critical Core Area capital projects.</p> <p><b>Target:</b> For projects to stay on budget.</p>	<p>0% for all projects.</p>	<p>NE Division Street Corridor ADA Improvements: 98% spent, Completed May 2021</p> <p>Bicycle/Neighborhood Greenways: 54% spent primarily on improvements outside Core Area, on budget</p>	<p>Wilson Avenue Corridor Improvements: 27% spent, on budget</p> <p>Midtown Crossings: 4% spent, on budget; Feasibility Study completed</p> <p>Neighborhood Greenways: 59% spent primarily on improvements outside the Core, on budget</p>
	<p>6. Transportation mode split based on count data (for Franklin Avenue permanent counters)</p> <p><b>Target:</b> Pedestrian and bicycle trips to make up 8% of trips by 2030. * May 2023- staff updated data errors.</p>	<p>2019</p> <ul style="list-style-type: none"> <li>• Pedestrian: 325 (2.46%)</li> <li>• Bicycles: 167 (1.26%)</li> <li>• Vehicles: 12,731 (96.28%)</li> </ul> <p>Combined Ped/Bike trips: 3.72%</p> <p>2020</p> <ul style="list-style-type: none"> <li>• Pedestrian: 254 (2.54%)</li> <li>• Bicycles: 161 (1.61%)</li> <li>• Vehicles: 9,539 (95.85%)</li> </ul> <p>Combined Ped/Bike trips: 4.15%</p>	<p>2021</p> <ul style="list-style-type: none"> <li>• Pedestrian: 278 (2.27%)</li> <li>• Bicycle: 173 (1.41%)</li> <li>• Vehicles: 11,801 (96.32%)</li> </ul> <p>Combined Ped/Bike Trips: 3.68%</p>	<p>2022</p> <ul style="list-style-type: none"> <li>• Pedestrian: 290 (2.8%)</li> <li>• Bicycle: 219 (2.12%)</li> <li>• Vehicles: 9,831 (95.08%)</li> </ul> <p>Combined Ped/Bike Trips: 4.92%</p>



## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
 <p>This plan leads to direct outcomes, it is implemented.</p>	<p>7. Number of Core Area Project Report Actions that are implemented by end of year. The Report include 6 recommendations and 19 actions total.</p> <p><b>Target:</b> All relevant Core Area Project Report actions completed by 2025.</p>	<p>2 of 19 actions completed including:</p> <ul style="list-style-type: none"> <li>1.1 Adopt an Urban Renewal/TIF Plan and Report</li> <li>2.1 Remove barriers to development/redevelopment, particularly for housing and mixed-use development in the BCD.</li> </ul>	<p>3 of 19 actions completed. Newly completed:</p> <ul style="list-style-type: none"> <li>6.1 Form advisory committee(s) for implementation of the Urban Renewal/TIF Plan through BURA creation of the Core Area Advisory Board</li> </ul>	<p>4 of 19 actions completed. Newly completed:</p> <ul style="list-style-type: none"> <li>3.1 Include Core Area in a citywide tax exemption program, City Council adopted the MUPTE Program in August 2022</li> </ul> <p>City Council began discussing the removal of parking minimums citywide which ultimately addressed the following (in 2023):</p> <ul style="list-style-type: none"> <li>2.1 Evaluate code updates to CL &amp; CG zones to remove barriers to development</li> <li>2.2 Evaluate code updates in other zones in Core Area to remove barriers, particularly for housing</li> </ul>





## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
	<p>8. Project spending by Project Category</p> <p><b>Target:</b> Project Spending at end of District lifetimes remains within 15% of initial goals when plan was adopted, as demonstrated below.</p> <ul style="list-style-type: none"> <li>• Transportation, Streetscape, &amp; Utility Infrastructure – 52%</li> <li>• Affordable Housing Re/Development Assistance, Partnership, and Support- 18%</li> <li>• Business &amp; Re/Development Assistance, Partnership, Support- 15%</li> <li>• Public/Open Space, Plazas, Facilities, Amenities, &amp; Installations- 10%</li> <li>• Plan Administration, Implementation, Reporting, &amp; Support- 5%</li> </ul>	0% spending on all categories	0% of maximum indebtedness spent	\$265,500 (0.13% of maximum indebtedness; 100% of spending) on Plan Administration





## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
 <p><b>Affordability is preserved.</b></p>	<p>9. Number of dwelling units deed restricted to Affordable levels in Core Area</p> <p><b>Target:</b> 283 Affordable Housing units by 2028 &amp; 1,000 by 2040.</p>	<p>90 shelter beds (Shepherd's House Ministries &amp; 2<sup>nd</sup> Street Shelter)</p> <p>0 residential units</p>	<p>90 shelter beds</p> <p>0 residential units</p>	<p>158 shelter beds (68 net new)</p> <ul style="list-style-type: none"> <li>40 additional beds created at 2<sup>nd</sup> Street shelter, now operating as the City's Navigation Center</li> <li>28 new beds located at City's Franklin Avenue shelter)</li> </ul> <p>0 residential units</p>
 <p><b>Public investments incentivize and catalyze private development.</b></p>	<p>10. Assessed Value Growth since Plan inception and 5-year average</p> <p><b>Target:</b> <math>\geq 5\%</math> average annual growth rate</p>	<p><b>(FYE2020) Frozen Base, Total Assessed Value=</b> \$443,857,101</p>	<p><b>AV= \$491,644,130</b></p> <p><b>5.25%</b> average annual growth since Plan inception</p>	<p><b>AV = \$504,787,997</b></p> <p><b>4.58%</b> average annual growth since Plan inception</p>
	<p>11. Development activity (total number of building permits pulled by type between January 1- December 31 of each year)</p> <p><b>Target:</b> Increased development activity annually. New construction and housing units to be the biggest focus for increases.</p>	<p>0 Land Use Applications</p> <p>27 Total Building Permits</p> <ul style="list-style-type: none"> <li>3 New Construction</li> <li>3 Addition</li> <li>21 Renovation/ Alteration</li> <li>\$6.9 Million in Value</li> </ul> <p>0 Residential Units Completed</p>	<p>5 Land Use Applications</p> <p>51 Total Building Permits</p> <ul style="list-style-type: none"> <li>16 New Construction</li> <li>2 Addition</li> <li>33 Renovation/ Alteration</li> <li>\$9.6 Million in Value</li> </ul> <p>1 Residential Unit Completed</p>	<p>5 Land Use Applications</p> <p>39 Total Building Permits</p> <ul style="list-style-type: none"> <li>5 New Construction</li> <li>1 Addition</li> <li>33 Renovation/ Alteration</li> <li>\$74 Million in Value</li> </ul> <p>0 Residential Units Completed</p>





## 2022 Core Area Performance Metrics

Guiding Principle	Performance Metric Indicator & Target	Proposed Baseline (2019-2020)	2021	2022
	12. Amount of funding leveraged with tax increment finance investments <b>Target:</b> At least a <b>10:1 private to public ratio</b> for TIF investments is recommended.	\$0	\$0	\$0
 <p>The planning process is transparent and open to ensure that those affected by the decisions are involved in the process.</p>	13. Qualitative description of public outreach activities.	In 2020, the City completed a major outreach effort that led to the adoption of the Core Area TIF Plan that included an advisory board, outreach to overlapping taxing districts, and City Council meetings and hearings to adopt both the Core Area TIF Plan & Report as well as the Core Area Project Report.	In 2021, BURA created the Core Area Advisory Board (CAAB) to oversee implementation of the Core Area TIF Plan.	In 2022, CAAB met 16 times including 12 regular meetings, 3 subcommittee meetings, and 1 joint meeting with the Transportation Bond Oversight Committee to discuss Midtown Crossings. In December, BURA adopted a Core Area CIP based on CAAB's recommendation.
 <p>This area incorporates sustainable and low impact development principles and practices.</p>	14. Qualitative description of both public and private investments that incorporate sustainable and low impact development.	No specific examples from 2020.	No specific examples from 2021.	In 2022, City Council adopted the Multiple Unit Property Tax Exemption (MUPTE) Program and included several public benefit options to incentivize sustainable development such as energy efficiency, stormwater management, and water wise landscaping.



# 2022 Core Area Performance Metrics

## Appendix A: Framework for Evaluation

This framework will be used to evaluate each indicator to evaluate and report on the various performance metrics and targets throughout the life of the Core Area TIF Plan (2020-2051). While the Summary table above gives a sense of the recommended indicators, data source to be used, and recommended reporting framework, the information below is intended to give a more in-depth review of both the opportunities and limitations of each indicator.

### Create a place where you can live, work, and play.

#### Indicator #1: Number of residential units (focus on net new)

- **Data Source & Description:** The City of Bend’s Office of Performance Management (OPM) maintains the Bend Land Information Survey (BLIS) data set which a GIS-based inventory of residential land availability and housing units within Bend’s Urban Growth Boundary is updated quarterly.
- **Recommended reporting framework:** Staff recommend reporting both the number of total units and by type of unit including:
  - Single family detached (SFD)
  - Single family attached (SFA)
  - Accessory Dwelling Unit (ADU)
  - Multi-family (MF), 5+ units
  - Duplex to Quadplex (2-4 units)
  - Units in Mixed-Use Development
  - Mobile (Modular) Unit

From there we can calculate both an annual net change and net change since Plan inception (using the 2020 or 2021 baseline)

	2020	2021	Net change (2020 to 2021)
<b>Total Units</b>	308 units	255 units	- 1 unit (not including Mobile Home units)
<b>Units by Type</b>	SFD:139 SFA: 9	SFD:136 SFA: 9	SFD: -3units (2% decrease) SFA: no change

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## 2022 Core Area Performance Metrics

	Duplex to Quadplex: 61 MF: 35 ADU: 1 Mixed-Use: 2 Mobile: 61*	Duplex to Quadplex: 61 MF: 35 ADU: 1 Mixed-Use: 4 Mobile: 9*	Duplex to Quadplex: no change MF: no change ADU: no change Mixed-Use: +2 units (100% increase) Mobile: -52 units (85% decrease)
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\* In 2021, the City completed a mobile home assessment and aligned mobile home park counts with Deschutes County assessor records.

- Data Reliability:** This data set is maintained by the City of Bend’s Office of Performance Management and the intent is to update it twice a year. The data set should continue to be maintained at least annually. In 2021, the City completed a mobile home assessment and aligned mobile home park counts with Deschutes County assessor records. This resulted in mobile home units in the Core Area to decrease from 61 to 9. In addition, staff recently completed an audit of existing residential units in the Core Area where commercial uses are permitted to verify whether existing residential units are currently being used for commercial or residential uses that should be reflected in the 2022 data but not for 2020-2021. Therefore, CAAB members will see a decrease in both 2021 and 2022 total residential units compared to 2020 levels, primarily from data clean-up rather than change of uses.
- Recommended Baseline to use for future reporting:** Staff recommend using 2022 as a baseline since several data clean-up efforts took place between 2021-2022 to better reflect appropriate baseline data such as the mobile home unit counts.
- Target:** It is likely that the housing unit targets for the Core Area will evolve over time as the City updates its Housing Needs Analysis over time. The 2016 UGB process identified that the Core Area is estimated to accommodate **385 new housing units by 2028** and **1,819 new housing units by 2040**.

### Indicator #2: Number of job sites and employees

- Data Source & Description:** The **Quarterly Census of Employment and Wages** (QCEW), analyzed and reported by the Oregon Employment Department (OED) staff is a quarterly count of employment and wages reported by employers. The QCEW covers more than 95 percent of U.S. jobs available at the county, Metropolitan Statistical Area (MSA), state, and national level, by **detailed industry**. The primary source for the QCEW is administrative data from state unemployment insurance (UI) programs. These data are supplemented by data from two **U.S. Bureau of Labor Statistics** (BLS) surveys: the **Annual Refiling Survey** (ARS) and the **Multiple Worksite Report** (MWR). Before publication, BLS and state workforce agencies review and enhance the QCEW data, correcting errors, **imputing for nonresponse**, and confirming and annotating unusual movements.

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## 2022 Core Area Performance Metrics

- Recommended Reporting Framework:** Reports would include the number of establishments (job sites) within the Core TIF Area as well as the average employment (# of employees) throughout that calendar year. Reports would also include percentage difference between years and since plan inception, using 2019 as the baseline for plan inception.

	2019	2020	Net change (2019 to 2021)
<b>Establishments</b>	758	773	-15 establishments (2% decrease)
<b>Average employment</b>	7,802	7,589	-27 employees (3.5% decrease)

**\*Data in this chart varies from previous versions shared prior to March 2023. When City staff contacted the Oregon Employment Department to collect 2022 CQEW data, they realized they had a technical error when reporting on Core Area metrics for 2019-2021 that had previously been shared. The data was verified for accuracy and updated numbers are reflected in the chart.**

- Data Reliability:** This data source is one of the best employment data sources and measurements, it is collected and maintained by the State of Oregon in coordination with the Bureau of Labor. Data availability for a given year is not available until the fourth quarter (October/November) of the following year.
- Recommended Baseline to use for future reporting:** Given the economic disruption caused in 2020 by the COVID-19 Pandemic, staff recommend using 2019 as the baseline metric for Core Area reporting and for comparisons to plan inception.
- Target:** The Core Area is estimated to be home to **480 new jobs (employees) by 2028** and **1,649 new employees by 2040**. Job targets should be re-evaluated as the City makes future updates to its Economic Opportunities Analysis.

### Indicator #3: % of Core Area residential units within a ½ mile walkshed of Public Spaces, Parks, and Open Space

- Data Source & Description:** Number of residential units that are located within a half mile walkshed of public spaces, parks and open space. This can include both publicly and privately held lands, so long as the space is available for public use. City of Bend and Deschutes County Geographic Information Systems (GIS) land use data in coordination with Bend Park and Recreation District (BPRD).
- Recommended Reporting Framework:** City to provide GIS data, Bend Park and Recreation District to generate data annually as part of Level of Service calculation early in each calendar year.
- Data Reliability:** It is difficult to calculate or measure any existing **private** open spaces within the Core TIF Area, however staff review of the area concluded that there are no significant private open spaces to report currently. Future private open space will be easier to measure as part of private development review by the City of Bend. Publicly owned open space or park sites will be measured through a City of Bend ArcGIS mapping query. The City will continue to coordinate with BPRD on the best methodology to report on privately owned public spaces (POPS). Bend Park and Recreation District will complete an annual update to their Level of Service targets and provide it to the City.



## 2022 Core Area Performance Metrics

- **Recommended Baseline to use for future reporting: 17.5% (39 of 222)** of Core Area residential units within a ½ mile walkshed of a publicly accessible park, plaza, or open space.
- **Target:** The goal for the Core Area is that 100% of Core Area residents live within ½ mile walkshed to a publicly accessible park, plaza, open space or natural area by 2051.

### This is a balanced area with a walkable transportation system.

#### Indicator #4: Transit ridership

- **Data Source & Description:** Cascade East Transit (CET) utilizes both Routematch, which is a ridership and operations dataset that is downloaded onto tablets located on all CET buses and collected automated passenger counts using Transloc software.
- **Recommended Reporting Framework:** Staff recommend reporting total transit boardings within Core Area (January 1-December 31 each year) by the following locations:
  - At Hawthorne Station
  - At other Core Area transit stops
  - Percentage change of total boardings from previous year

In addition, staff recommend including alighting (departure) data for passengers that exit Core Area transit stops beginning in 2022 to track how many people are traveling to the Core Area.

#### 2019 baseline (Pre COVID-19)

- Hawthorne boardings: 166,125
- Transit stop boardings: 27,723
  - Most frequently boarded stop was 3<sup>rd</sup> @ Roosevelt Avenue
- Total boardings: 193,848

#### 2020:

- Hawthorne boardings: 100,385
- Transit stop boardings: 17,146
  - Most frequently boarded stop was 3<sup>rd</sup> @ Wagner Mall
- Total boardings: 117,531 (Δ-39%)

## 2022 Core Area Performance Metrics

- **Data Reliability:** CET installed new software into their buses in 2019 that can track both boarding and alighting (exiting) data for passengers that ride their buses. Due to a significant drop in ridership related to COVID-19, this data is not an accurate representation of typical ridership until 2021 and therefore staff recommend using 2019 data as the beginning baseline for measuring boarding data and 2021 for alighting (exiting) data.
- **Recommended Baseline to use for future reporting:** 2019 for boarding data and 2021 for alighting data.
- **Target:** Increase transit boardings by 3% every 5 years.

### This area removes barriers and connects the East and West sides of Bend.

#### Indicator #5: Percent complete of capital projects

- **Data Source & Description:** City of Bend Capital Improvement Program and Transportation General Obligation Bond quarterly reports prepared by City of Bend staff. Quarterly reports are typically available the first week of January, April, July, and October.
- **Recommended Reporting Framework:** Staff recommend reporting the percentage complete of each individual project and percent spent of any TIF contribution toward the project by the most recent quarterly report before the end of each year.
- **Data Reliability:** This data will be reported by City of Bend staff and therefore is easy to obtain, some project completion percentages may be several months delayed due to the frequency of reporting. There is discussion about developing a live tracking of CIP (Capital Improvement Program) spending that could be used in a future Core Area Performance Metric.
- **Recommended Baseline to use for future reporting:** Project progress by October quarterly report of each year.
- **Target:** Individual targets for projects will be established at the beginning of each project and reporting. The target will be for projects to stay within budget.

#### Indicator #6: Transportation mode split based on count data (for Franklin Avenue permanent counters)

- **Data Source & Description:** Franklin Avenue has permanent bicycle, pedestrian, and vehicular counters installed on the west side of the Franklin Avenue undercrossing. Count data is maintained by the Bend Metropolitan Planning Organization (MPO).
- **Recommended Reporting Framework:** Staff recommend reporting both average daily counts and average counts as a percentage of total daily average trips for all trip modes including pedestrian, bicycle, and vehicular trips.
- **Data Reliability:** This data is reliable, however sometimes the equipment installed in the roadway does experience technical problems. For example, the vehicular tube loops installed in the roadway have been out of commission since October 2021. City staff have scheduled their repair which should take place in Summer of 2022 however there will be periods where some data is not reported.

## 2022 Core Area Performance Metrics

Due to travel pattern disruptions caused by the 2020 COVID-19 pandemic, staff evaluated whether it would be appropriate to use 2019 data as a baseline performance metric instead of 2020 data. It is important to note that total average trips were significantly lower in both 2020 and 2021 than pre-pandemic (2019) levels, primarily caused by a reduction in vehicular trips. While differences in mode split are not as dramatic between years, both bicycle and pedestrian trips were highest in 2020 during the height of the pandemic than in either 2019 or 2021 indicating that while travel patterns by mode were interrupted in 2020, they are likely shifting back towards pre-pandemic trends.

2019 (pre-pandemic)	Average Daily Count	Mode Split
Pedestrian	281	1.4%
Bicycle	145	0.7%
Vehicular	19600	97.9%
Total	20026	100.0%
<b>2020</b>		
Pedestrian	239	1.6%
Bicycle	159	1.1%
Vehicular	14679	97.4%
Total	15077	100.0%
<b>2021</b>		
Pedestrian	247	1.3%
Bicycle	153	0.8%
Vehicular	17943	97.8%
Total	18343	100.0%

- **Recommended Baseline to use for future reporting:** 2019 (pre-pandemic) counts are recommended to be used as the baseline metric for this indicator.
- **Target:** Pedestrian and bicycle trips to make up 4% of trips by 2030.



## 2022 Core Area Performance Metrics

**This plan leads to direct outcomes, it is implemented.**

**Indicator #7:** Number of Core Area Project Report Actions that are implemented by end of year. The Report includes 6 recommendations and 19 actions in total.

- **Data Source & Description:** Staff review of which Core Area Project Report actions were completed.
- **Recommended Reporting Framework:** Number of completed and partially completed actions from the Core Area Project Report. Some actions may require a more complete description of activities that took place to complete or partially complete actions.
- **Data Reliability:** City of Bend staff reporting on this item is expected to be reliable. The only thing to note is that in later years of the Urban Renewal life, this project action plan may be outdated and new actions to support the success of the District may need to be developed and therefore this performance indicator may need to be modified over time.
- **Recommended Baseline to use for future reporting:** Number of actions completed or partially completed by December 21, 2020.
- **Target: All relevant Core Area Project Report actions completed by 2025.** Regular (annual) check-ins with CAAB and City Council will be used to ensure Core Area actions that guide a work plan for Core Area staffing is current and up to date. New actions will all include new target completion dates when established.

### **Indicator #8: Project Spending by Plan Project Category**

- **Data Source & Description:** Staff reporting on TIF expenditures by TIF Plan Project Category.
- **Recommended Reporting Framework:** Project spending by project category as a percentage of total spending.
- **Data Reliability:** City of Bend financial reporting is expected to be reliable.
- **Recommended Baseline to use for future reporting:**
- **Target:** Project Spending at end of District lifetimes remains within 15% of initial goals when plan was adopted, as demonstrated below.
  - Transportation, Streetscape, & Utility Infrastructure – 52%
  - Affordable Housing Re/Development Assistance, Partnership, and Support- 18%
  - Business & Re/Development Assistance, Partnership, Support- 15%
  - Public/Open Space, Plazas, Facilities, Amenities, & Installations- 10%
  - Plan Administration, Implementation, Reporting, & Support- 5%



# 2022 Core Area Performance Metrics

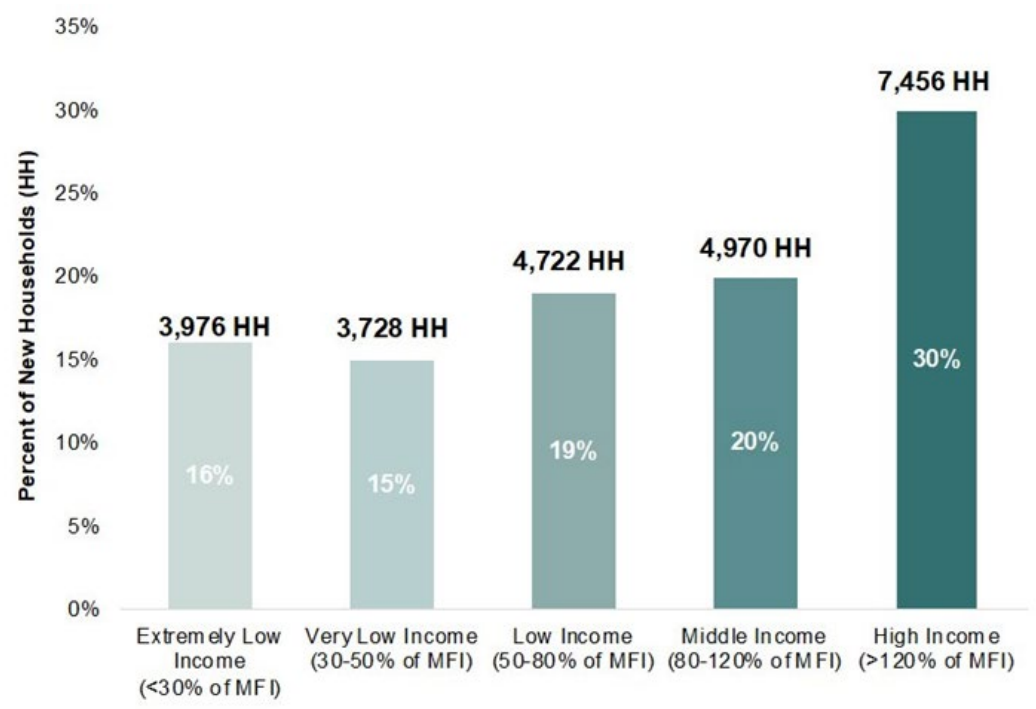
**Affordability is preserved.**

## Indicator #9: Number of dwelling units deed restricted to Affordable levels in Core Area

- Data Source & Description:** Information gathered from the City of Bend’s housing department on both shelter beds and residential unit counts of deed-restricted Affordable Housing Units. Affordable housing in Bend is typically restricted to 80% of Area Median Income for home ownership, and 60% of Area Median Income for rentals. This is because most funding sources are limited to these incomes.

Affordable Housing Units in Bend can also be found by using the Bend Oregon Oline Mapper (BOOM) Affordable Housing Viewer map: <https://maps.ci.bend.or.us/Html5Viewer/Index.html?viewer=AffordableHousing.PublicViewer>

- Recommended Reporting Framework:** Both total number of shelter beds and total number of deed-restricted residential units.
- Data Reliability:** The City of Bend’s Housing Department verifies and monitors deed-restrictions across the City to ensure compliance with the City’s Affordable Housing program requirements and therefore is a credible source to maintain this information throughout the life of the Core Area TIF Plan.
- Recommended Baseline to use for future reporting:** 2020 baseline
- Target: 193 Affordable Housing units in the Core Area by 2028 and 910 Affordable housing units by 2040.** It is estimated that 50% of needed Core Area housing units should be available to households that make less than 80% Area Median Income.



## 2022 Core Area Performance Metrics

### Public investments incentivize and catalyze private development.

**Indicator #10:** Assessed Value Growth since Plan inception and 5-year average

- **Data Source & Description:** City of Bend Finance and Budget Team. Each year, beginning in October, the City of Bend begins to collect taxes for that tax year. City of Bend Finance staff can estimate and verify likely tax increment collections by December of each year. This information will be used to calculate Assessed Value growth of the district over time.
- **Recommended Reporting Framework:** Assessed value for Core TIF Area compared to Fiscal Year 2020 (2021/22) baseline and percentage increase both from plan inception and year prior, and after 2025, reports can also include a 5-year average of AV growth annually.

Frozen Value FYE2019	FYE2021	FYE2022	FY 2023	Assessed Value Growth (since Plan inception)
\$443,857,101	No data available from County Assessor for this year.	\$491,644,130	\$504,787,997	\$60,930,896 Annual growth rate of 4.58%.

- **Data Reliability:** This data is reliable and used to inform City budgeting. There are some payments that may not be collected by December of each year, but most tax dues will have already been collected by this date.
- **Recommended Baseline to use for future reporting:** FY (Fiscal Year) 2020 Assessed Value (Frozen Value)
- **Target:**  $\geq 5\%$  average annual growth rate

**Indicator #11:** Development activity (total number of building permits pulled by type between January 1- December 31 of each year)

- **Data Source & Description:** City of Bend permit data collected in CityView software application each time a land use pre-application, application, or building permit file is generated. Permit data metrics will be reported on using the Core Area Development Tracker webmap and dashboard by visiting:  
<https://bendoregon.maps.arcgis.com/apps/dashboards/e392a019728443c595f311ad1f8d56a7>  
This tool is intended to track development activity following the adoption of the Core Area TIF Plan on August 18, 2022.
- **Recommended Reporting Framework:** Report will include total number of site plans, building permits, and residential units by status (in review, approved, under construction, and completed). Building permit by type will also be reported on including whether the permit is for an addition, renovation/alteration, or new construction.



# 2022 Core Area Performance Metrics



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## 2022 Core Area Performance Metrics

Description	2020	2021
Land Use Applications	0	5
Building Permits Total & by Type	31	55
<i>New Construction</i>	4	17
<i>Addition</i>	3	2
<i>Renovation/Alteration</i>	24	36
Total Units Completed	0	0

- **Data Reliability:** This data source is extremely reliable. Data reported for the 2020 year will be available however the tracker tool only includes a half year of available data since the development tracker is intended to track development activity following the adoption of the Core Area TIF Plan on August 18, 2020 and therefore only includes a half year of permit activity for 2022. Data reported above includes supplemental data, reported by the City's Office of Performance Management for the remainder of the 2020 year.
- **Recommended Baseline to use for future reporting:** Use 2021 for baseline since 2020 construction and project timelines were impacted due to the COVID-19 pandemic.
- **Target:** Increased development activity annually. New construction and housing units to be the biggest focus for increases.

**Indicator #12:** Amount of funding leveraged with tax increment finance investments

- **Data Source & Description:** City of Bend Urban Renewal staff through application and reporting requirements for future Urban Renewal funding recipients.
- **Recommended Reporting Framework:** Staff will report on total Urban Renewal dollars spent/contributed and total development/project costs invested.
- **Data Reliability:** Data will rely on both estimated provided by developer and County Assessor building valuations.
- **Recommended Baseline to use for future reporting:** No data available for 2020-2022 since there have been no TIF investments during this period.
- **Target:** At least a **10:1 private to public ratio** for TIF investments is recommended.

**The planning process is transparent and open to ensure that those affected by the decisions are involved in the process.**

**Indicator #13:** Qualitative description of public outreach activities.

- **Data Source & Description:** City of Bend Urban Renewal staff.

**Published: June 27, 2023**



## 2022 Core Area Performance Metrics

- **Recommended Reporting Framework:** Qualitative description of events that took place throughout each year.
- **Data Reliability:** This information should be reliable and is only likely to be missing or incomplete if there is significant staff turnover in any one year.
- **Recommended Baseline to use for future reporting:** n/a
- **Target:** No quantitative target recommended.

**This area incorporates sustainable and low impact development principles and practices.**

**Indicator #14:** Qualitative description of both public and private investments that incorporate sustainable and low impact development.

- **Data Source & Description:** City of Bend Urban Renewal staff.
- **Recommended Reporting Framework:** Qualitative description of events that took place throughout each year.
- **Data Reliability:** This information should be reliable and is only likely to be missing or incomplete if there is significant staff turnover in any one year.
- **Recommended Baseline to use for future reporting:** n/a
- **Target:** No quantitative target recommended.



### **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](mailto:aplatt@bendoregon.gov) or 541-322-6394; Relay Users Dial 7-1-1.