

Program Overview

Completed by cogren@bendoregon.gov on 10/17/2024 10:31 AM

Case Id: 30296

Name: City of Bend - 2025

Address: 710 NW Wall St, Bend, OR 97701

Program Overview



CITY OF BEND

CITY OF BEND
PUBLIC SERVICE PROGRAM APPLICATION

City of Bend
710 NW Wall St.
Bend, Oregon 97703
(541) 323-8550
housing@bendoregon.gov

This section provides general information regarding the federal Community Development Block Grant (CDBG) program and the City of Bend Commercial and Industrial Construction Tax (CICT) and the types of activities that are eligible for funding. For more detailed information on eligible activities, please contact the City's Affordable Housing Program at housing@bendoregon.gov, or (541) 323-8550, or P.O. Box 431, 710 NW Wall Street, Bend, OR 97709 or visit the HUD website at www.hud.gov.

Community Development Block Grant (CDBG) is authorized under Title 1 of the federal Housing and Community Development Act of 1974, as amended. The primary objective of the CDBG Program is the development of viable urban communities through:

- The provision of decent housing,
- The provision of a suitable living environment, and

Printed By: Mellissa Kamanya on 10/28/2024

- The expansion of economic opportunities.

The Community Development Block Grant Program is administered at the federal level by the Department of Housing and Urban Development (HUD).

National Objectives

Federal regulations specify that all activities undertaken using CDBG funding must meet at least one of the following national objectives:

- Benefit to low-and moderate-income persons,
- Aid in the prevention or elimination of slums or blight, or
- Meet a need having a particular urgency.

HUD considers persons below 80% AMI low-income and persons at 80% AMI moderate-income. The three national objectives are summarized below:

1. Benefit to Low- and Moderate-Income Persons

Under this objective, CDBG-assisted activities must primarily benefit low- and moderate-income persons. The income thresholds for meeting the low- and moderate-income requirement are determined by HUD. Projects funded with CDBG dollars must either:

- benefit all of the residents of a particular area, where at least 51% of the residents are low- and moderate-income,
- benefit specific populations (e.g., homeless persons, elderly persons, or persons living with HIV/AIDS), as long as 51% of those served are low- or moderate-income,
- provide or improve permanent residential structures for low- and moderate-income persons, or
- create or retain permanent jobs, at least 51% of which will be made available to or held by low- and moderate-income persons.

2. Elimination of Slum and Blight

Under this objective, CDBG-assisted activities must help to prevent or eliminate slums and blighted conditions. These activities must either:

- prevent or eliminate slums or blight in a designated area in which slums or blighted or deteriorating conditions exist,
- prevent or eliminate slums or blight on a spot basis in an area not located in a slum or blighted area, in cases where a specific condition is detrimental to public health and safety, or
- be in an urban renewal area.

3. Urgent Need

The Urgent Need category is designed only for activities that alleviate emergency conditions of recent origin that pose a serious and immediate threat to the health or welfare of the community, and for which no other sources of funding are available. An example of an eligible project under this category would be a major flood that causes serious damage to buildings and infrastructure, thereby threatening the safety of occupants or nearby residents.

Eligible Activities

In order to meet local needs within the national objectives, the CDBG Program provides a great deal of flexibility in the eligible uses of CDBG funds. The following is a summary of the range and types of activities that may be funded through the CDBG Program. The summary is not a complete list of eligible activities; please contact the City's Affordable Housing Program for more detailed information regarding the eligibility of specific programs or projects.

Basic CDBG Eligible Activities

According to federal CDBG regulations outlined in 24 CFR 570, the basic eligible activities include a variety of uses including public services.

Eligible Activities Under CICT

According to the City of Bend Municipal Code Chapter 9.45, CICT funds can support the following eligible activities:

- At least 50 percent of the funds will be used for programs of the City related to housing
- The remaining funds will be used for support, services, and programs for people making up to 30 percent of area median income

Ineligible Activities In general, activities that are not specifically identified as eligible are considered by HUD to be ineligible. The following activities are specifically identified by HUD as activities that are not eligible for CDBG funding. Please contact the City’s Affordable Housing Program for more information on ineligible activities.

- Acquisition, construction, or reconstruction of buildings for the general conduct of government
- General government expenses
- Political activities
- Purchase of construction equipment, fire protection equipment, furnishings and personal properties
- Operating and maintenance expenses
- Income payments
- Construction of new housing
- The purchase of gift cards
- Cash payments / grants to individuals
- Car-related expenses, including gas cards, gas vouchers, car repairs

Eligible Proposals

In general, only public or private non-profit agencies or organizations are eligible to apply for funding. However, the following two exceptions apply: (1) for-profit organizations may apply for CDBG funds to undertake certain economic development activities related to microenterprise assistance, and (2) under certain limited circumstances, for-profit organizations qualifying under HUD criteria as Community-Based Development Organizations (CBDOs) may apply for funds to carry out neighborhood revitalization, economic development, or energy conservation projects. Regulations pertaining to these exceptions can be found at 24 CFR 570.201(o) and 24 CFR 570.204.

Any public or private non-profit agencies or organizations currently under investigation regarding previously awarded federal, state, or local government funding are ineligible for assistance from the City of Bend’s Affordable Housing Program.

HUD Income Limits

The 2024 - 2025 City of Bend income limits are valid from July 1, 2024 – June 30, 2025, but may be revised when limits are updated or available. Recipients of funding must meet the income guidelines at the time the funds are utilized. City staff will be able to provide funding recipients with updated income limits information when available.

Persons Per Household	1	2	3	4	5	6	7	8
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Area Median Income (AMI)	\$73,290	\$83,760	\$94,230	\$104,700	113,076	\$121,452	\$119,358	\$138,2
Moderate Income (80% AMI)	\$58,650	\$67,000	\$75,400	\$83,750	\$90,450	\$97,150	\$103,850	\$110,5
(60% AMI)	\$43,980	\$50,280	\$56,520	\$62,820	\$67,860	\$72,900	\$77,940	\$82,92
Low Income (50% AMI)	\$36,650	\$41,900	\$47,100	\$52,350	\$56,550	\$60,750	\$64,950	\$69,10
Extremely Low Income (30%)	\$22,000	\$25,150	\$28,300	\$31,400	\$33,950	\$36,450	\$38,950	\$41,45

Please review the following documents regarding the City of Bend Public Services Program:

[City of Bend Policy- Public Services Program](#)

[City of Bend Policy- Loans and Grants](#)

[504 Self-Evaluation Checklist](#)

I have downloaded and read the above documents.

A. Applicant Information

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Case Id: 30296

Name: City of Bend - 2025

Address: 710 NW Wall St, Bend, OR 97701

A. Applicant Information

Please provide the following information.

ORGANIZATION INFORMATION

A.1. Organization Name

City of Bend

A.2. Organization Address

710 NW Wall St Bend, OR 97701

A.3. Executive Director Full Name

Eric King

A.4. Executive Director Email Address

eking@bendoregon.gov

PROJECT INFORMATION

A.5. Project Name

Complete Streets and Low Stress Network Improvements

A.6. Project Location, if different than organization location

See narrative - several locations Bend, OR

CONTACT PERSON INFORMATION

A.7. Contact Full Name

Chris Ogren

A.8. Contact Title

Grant Coordinator

A.9. Contact Address

710 NW Wall St Bend, OR 97701

A.10. Contact Phone Number

(541) 693-2163

A.11. Contact Email Address

cogren@bendoregon.gov

A.11. Board President Name

Mayor Melanie Kebler

A.12. Board President Email Address

mkebler@bendoregon.gov

B. Organization Information

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Case Id: 30296

Name: City of Bend - 2025

Address: 710 NW Wall St, Bend, OR 97701

B. Organization Information

Please provide the following information.

B.1. What is the organization's background, mission, and service history:

The City of Bend, Oregon, was incorporated in 1905 and is currently one of the fastest growing cities in the United States. In 2021, the city surpassed 100,000 residents and has a thriving recreation, tourism, education, health services and specialty manufacturing industries, among other growing sectors. Bend grew by 90 percent between 2000 and 2020 is slated to grow by an additional 50 percent in the next 20 years, requiring significantly more housing supply and employment opportunities to accommodate this growth.

Historically, there have been physical, socioeconomic, and access disparities between east and west Bend. West Bend is more economically advantaged with better walking, rolling, and cycling access to goods and services, while east Bend is exhibiting early signs of urban sprawl, with fewer resources within walking distance. As the City of Bend works to rapidly expand housing units in response to a historic housing shortage, some of the infrastructure supporting these developments is in need of improvement.

B.2. Provide a brief description of the organization's financial stability as it pertains to the organization's capacity to successfully complete the project, including a brief financial history and primary funding sources. The City may request copies of the organization's financial audit or review for the last two years.

The City of Bend is financially stable, with the City's Full Faith and Credit Bond Rating recently increasing from AA+ to AAA in 2024. The City's reserves have tripled over the past 5 years, which has contributed to this recent increase. The City's primary funding source comes from tax revenues. The City's financial information can be found here:

<https://www.bendoregon.gov/government/departments/finance/financial-reports>

B.3. Key Personnel Assigned to Project:

Name	Job Title	Qualifications	FTE Hours
Janet Hruby	Assistant City Engineer	> 20 years of experience planning, building, and operating multi modal projects. Includes working with diverse groups to create resident-informed designs.	60
Dan Galanaugh	Senior Procurement Analyst	Past CDBG work in Colorado (applying to entitlement communities, becoming an entitlement community, and managing programs), Expert procurement analyst	20

Chris Ogren	Grant Coordinator	5+ years experience with federal grants, including several from HUD	30
Ken Combs	Concrete Lead	> 20 years concrete installation	180
Josh Oliver	Asphalt Lead	> 15 years asphalt paving	85
			375

C. Project Description

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Case Id: 30296

Name: City of Bend - 2025

Address: 710 NW Wall St, Bend, OR 97701

C. Project Description

Please provide a brief description of the following:

C.1. Total Amount Requested:

\$383,000.00

C.2. Number of people to be served with requested funds:

5

C.3. In one or two sentences, describe what the requested funds will be used for.

The requested funds will be used to complete gaps in the sidewalk network (3) and road (2) infrastructure immediately adjacent to low-income housing developments within the City of Bend. This will connect sites to the City's low stress network.

C.4. Describe the need or problem your project will address.

According to the 2024 Analysis of Impediments to Fair Housing survey conducted by the City of Bend, estimates indicate that 19.4 percent of Bend's population are living with a physical or developmental disability, nearly doubling the 10.0 percent as reported in 2019's Analysis to Impediments to Fair Housing survey. This may include impairments with hearing, vision, cognition, ambulation, self-care, or independent living. Census tract estimates indicate that persons with these physical or developmental disabilities live throughout Bend. Several community members with physical disabilities identified difficulties navigating steep hills, roundabouts with confusing and varying design, and limited access to public transportation as barriers to independent living at various public meetings and in the Fair Housing online survey. People with disabilities also reported a general feeling of unwelcomeness in parts of town where these issues exist as well as concerns about mobility safety.

There are affordable housing complexes in Bend with limited infrastructure or adjacent infrastructure in disrepair. As the City of Bend seeks to rapidly expand affordable housing options, the City has reduced some requirements and fees for affordable developers, which has reduced the amount of funding the City has available to support these infrastructure needs. Additionally, with sidewalks being installed when development occurs on a lot, sometimes a vacant lot adjacent to a development can have no sidewalk infrastructure, which impacts access to surrounding areas. People with low-incomes and/or physical disabilities often have to consider the connectivity and quality of pedestrian infrastructure when deciding where to live, which means some individuals may self-select out of available affordable housing because of a lack of necessary infrastructure. Inadequate sidewalk and road infrastructure also reduces an individual's ability to safely access transit services.

C.5. Describe how your project will address the identified need or problem, including project background, project objectives, services to be provided by the project, the populations or areas to be served, and how the funds will be used.

The City will improve three sidewalks (Linnea/Arnett Way, Cleveland Avenue, & Watt Way) near affordable housing developments and transit stops, high priorities on the City's low stress network, which creates safe, reliable, and

accessible multimodal transportation options throughout the City of Bend. Additionally, the City will pave two streets (Alden & Pettigrew) that are currently gravel, which will add to the City's complete streets program.

There are parcels adjacent to affordable housing developments that currently have no sidewalks or no paved roads, which can require residents to either travel exclusively by car, risk walking in the road, or take lengthy detours to paved sidewalks. Some of the units near proposed projects are reserved for people with high physical needs, which makes walking or rolling in the road dangerous. By developing sidewalks in areas without them or improving sidewalks in disrepair, the City will enhance multimodal mobility in low-income communities and provide a safer, more reliable way to traverse the community.

These projects will enable increased walking/rolling access near affordable housing and transit for the benefit of low-income residents and those with physical disabilities in those communities. These sidewalk and street improvements are prioritized in the City's low stress network and are also identified in the complete streets program. These improvements will increase connectivity in neighborhoods with a high concentration of households living with limited-incomes and will increase ADA accessible connectivity to several transit stops, as well.

Adding accessible sidewalk connectivity to underserved communities can have profound impact on those living in the community. People living on limited-incomes or with physical disabilities are more likely to rely on walking or rolling as a means of transportation to traverse the community due to a lack of a personal vehicle or inability to operate one. Improving sidewalks and roads in these communities will increase access to affordable housing, transit, and overall safety, particularly for residents with physical disabilities and/or low incomes in the following ways:

- Increased Accessibility: The project will expand access to affordable housing options for those that rely on walking, biking, rolling, or public transit for mobility by adding ADA compliant sections of sidewalks where there are currently gaps.
- Attracting Development: Well-maintained infrastructure can make neighborhoods more attractive to developers, potentially increasing the availability of affordable housing options. People want to live in walkable communities.
- Increased Transit Utilization: Safe and accessible sidewalks make it easier for residents to reach transit stops, encouraging more people to use public transportation. Improved connectivity reduces the time and effort required to access transit, which can increase convenience and increase the rate of adoption. As utilization of transit increases, so will investment in the transit system, further bolstering adoption and increasing access for low-income individuals or those with disabilities.
- Increased Independence: With accessible sidewalks and roads, individuals with physical disabilities can navigate their surroundings more independently, reducing reliance on others. Improved infrastructure empowers residents to engage more fully in community activities, work, and social interactions. Greater independence enhances overall quality of life, providing residents with more freedom and opportunities for social and economic mobility.
- Improved Mobility: Enhanced infrastructure connects residents to essential services, recreational areas, and other parts of the community more efficiently.
- Enhanced Safety: Designated pedestrian pathways and well-maintained roads reduce the risk of accidents and injuries. Paved roads also ensure that emergency services can quickly and safely reach residents in need, which is crucial for those with physical disabilities.
- Easier Commutes: Sidewalks provide safe and reliable routes to bus stops and future mobility hubs, making public transit more accessible for those with physical disabilities.
- Reduced Transportation Costs: Improved access to public transit can reduce the need for expensive private transportation, benefiting low-income residents.
- Emergency Access: Paved roads ensure that emergency vehicles can quickly and safely reach residents in need, which is crucial for individuals living with disabilities.

The funds will be used by the City of Bend to self-perform these infrastructure improvements, maximizing the use of the

funds.

C.6. Describe how your project will address the identified need or problem in a way or to a degree not already being achieved in the community. Please identify any other similar programs or projects and how your project will add to or improve upon existing services.

The City of Bend funds sidewalk improvements by requiring new developments to upgrade their sidewalks to meet standards or pay a fee to the City instead. The amounts collected from the fees are inadequate to fund the City's needs for sidewalk infrastructure. These funds will allow the City to immediately fund these necessary improvements rather than waiting, potentially years, for adequate revenues to come in to prioritize these projects. While the City is doing all it can to expand safe and reliable sidewalk and streets improvements, these projects are historically underfunded which causes delays in how quickly infrastructure can be developed.

The sidewalks identified for improvement are adjacent to properties that have not improved these sidewalks on their own, causing others in the community with limited means and high-needs to compensate for lack of infrastructure. This project will allow the City to immediately address the high-priority problem areas, where other sidewalk and road programs operated by the City have competing priorities.

The City does not have a program to improve the gravel streets in underserved areas, and has very limited funding for accessibility improvements. Most of the capital projects are focused on larger corridor improvements so there is a need for smaller infill projects, especially in older neighborhoods.

C.7. Describe the ways in which your project will have a long-term impact on the need or problem being addressed.

- Increased Accessibility: The project will expand access to affordable housing options for those that rely on walking, biking, rolling, or public transit for mobility by adding ADA compliant sections of sidewalks where there are currently gaps.
- Attracting Development: Well-maintained infrastructure can make neighborhoods more attractive to developers, potentially increasing the availability of affordable housing options. People want to live in walkable communities.
- Increased Transit Utilization: Safe and accessible sidewalks make it easier for residents to reach transit stops, encouraging more people to use public transportation. Improved connectivity reduces the time and effort required to access transit, which can increase convenience and increase the rate of adoption. As utilization of transit increases, so will investment in the transit system, further bolstering adoption and increasing access for low-income individuals or those with disabilities.
- Increased Independence: With accessible sidewalks and roads, individuals with physical disabilities can navigate their surroundings more independently, reducing reliance on others. Improved infrastructure empowers residents to engage more fully in community activities, work, and social interactions. Greater independence enhances overall quality of life, providing residents with more freedom and opportunities for social and economic mobility.
- Improved Mobility: Enhanced infrastructure connects residents to essential services, recreational areas, and other parts of the community more efficiently.
- Enhanced Safety: Designated pedestrian pathways and well-maintained roads reduce the risk of accidents and injuries. Paved roads also ensure that emergency services can quickly and safely reach residents in need, which is crucial for those with physical disabilities.
- Reduced Transportation Costs: Improved access to public transit can reduce the need for expensive private transportation, benefiting low-income residents.

C.8. Describe your organization's plan for evaluating the progress of the project toward addressing the identified need or problem.

The City will evaluate how the sidewalk and road improvements increase safety and improve access to housing and

transit in the following ways:

- COBAAC feedback: The City will work with the Accessibility Advisory Committee to solicit feedback from members of the impacted community and ensure the improvements are having the intended effect.
- Partnership with Cascades East Transit (CET): The City will utilize data from CET to measure transit stop utilization near the proposed improvements to see if the improvements led to increased utilization of public transit
- Safety Data: The City will utilize traffic data to measure whether or not the number of vehicle-pedestrian collisions decrease in the areas adjacent to these improvements.

C.9 Describe your organization's collaborations with other agencies, including those that serve protected classes under the Fair Housing Act. Briefly explain your organization's history with these agencies, including any measurable outcomes in the last 12 months.

The City has supported and continues to support numerous affordable housing developers and shelter providers in developing options for limited-income residents to seek shelter or affordable housing. For example, the City recently supported the opening of the transitional shelter on McKinley & 4th Street.

The City has also worked with CET to coordinate opportunities to connect sidewalks to transit stops. The City continues to collaborate with CET, ODOT, and developers to leverage opportunities to enhance access to housing and services. For example, the City, CET, and developers recently completed a project creating a joint median island and transit stop relocation project on 15th street, enhancing pedestrian safety near a senior housing complex, improving access to the nearby recreation center.

D. Work Program

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D. Work Program

The CDBG program year begins 7/1/2025 and ends 6/30/2026. The CICT program year begins approximately 4/1/2025 and ends 12/31/2026. Please provide the following information.

D.1. Anticipated Start Date:

07/02/2025

D.2. Anticipated Completion Date:

06/30/2026

D.3. List of Task(s) Needed for Project

Task	Start Date	End Date
Prepare Traffic Control Plan and Project Notification	07/02/2025	07/31/2025
Hire curb subcontractor and plan crew schedules	07/31/2025	08/15/2025
Build Projects	08/15/2025	06/15/2026

NOTE: If funded, staff will work with you to set benchmarks for your project. Failure to meet these benchmarks could mean a reduction in funding during current or future years.

E. Project Benefit

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Address: 710 NW Wall St, Bend, OR 97701

E. Project Benefit

Please provide a brief description of the following:

E.1. Estimate the total number of persons to be served by the project.

5

A.100 Estimate the total number of people to be served, by income level.

< 30% AMI	31 - 50 % AMI	51 - 80 % AMI	> 81% AMI
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E.2. Is the project in a slum or blighted area? If yes, describe the population that will be served and the characteristics of the slum or blighted area (if applicable).

No

E.3. Describe how the project will ensure that moderate-income persons do not benefit to the exclusion of low-income persons.

The project will fund sidewalks and complete streets, which inherently do not have an exclusive use. By installing these infrastructure improvements near low-income housing developments and transit stops, this project will ensure predominant use by individuals living with low incomes.

The primary benefit will be to properties immediately adjacent to the projects, including:

- the nearly 80 people in McKinley/4th Street and 10 people in the St Vincent's Place housing projects and the adjacent residences.
- 75 patrons of the rehabilitation center and over 500 residents of nearby apartments.
- ~100 units at the Watt Way apartment complexes
- over 40 lower cost residential units on Alden Ave
- over 100 entry level homes near Pettigrew Park

E.4. Explain the methods used to determine the project benefit. How are the sources used to determine the project benefit documented and maintained?

The City conducted an evaluation of pedestrian needs based on a number of different factors, including disadvantaged populations, destinations, routes to schools and parks, transit, crash history, speed limits, and low stress crossings. High priority sidewalk gaps were identified through this screen process and the Linnea/Arnett Way, Cleveland Avenue, and Watt Way projects were identified in that plan as priority segments. Additionally, there are worn trails in the dirt near Linnea/Arnett Way and Watt Way, showing the routes are already used by people walking and biking. The High Needs Pedestrian Plan is available here:

<https://www.bendoregon.gov/government/departments/transportation-mobility/traffic-engineering/pedestrian-network-plan>. The Alden and Pettigrew Projects connect homes to the Low Stress Network identified in the City's Transportation System Plan, which is available here: <https://www.bendoregon.gov/city-projects/transportation-system-plan>

The City would measure project benefit in several ways:

- COBAAC feedback: The City will work with the Accessibility Advisory Committee to solicit feedback from members of the impacted community and ensure the improvements are having the intended effect.
- Partnership with Cascades East Transit: The City will utilize data from CET to measure transit stop utilization near the proposed improvements to see if the improvements led to increased utilization of public transit.
- Fair Housing Survey Impediments to Fair Housing: When the next impediments to Fair Housing Survey is conducted, the City expects to see a reduction in the number of individuals who lack access to affordable housing because of infrastructure.
- Safety Data: The City will utilize traffic data to measure whether or not the number of vehicle-pedestrian collisions decrease in the areas adjacent to these improvements

F. Financial Information

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Case Id: 30296

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Address: 710 NW Wall St, Bend, OR 97701

F. Financial Information

Please also provide the following financial information:

F.1. Provide a detailed line-item budget describing the total project cost and operating income and expenses, including consideration of inflationary factors, maintenance costs, potential relocation costs, and increased insurance costs associated with the project.

Budget Form *Required

Complete Streets and Low Stress Network Improvements Budget.pdf

F.2. Describe the assumptions used to determine the total project cost and the operating budget, including the sources consulted and how costs were determined.

Cost estimates were based on costs from recent similar projects contracted out and performed by city crews. This budget assumes city crews will self-perform the work, except for curbing with a machine that will be subcontracted. Staff time will be provided by the City and was not included in the costs. Costs are materials, labor, and equipment rentals.

F.3. Provide a brief description of your organization's plan for funding the project after the first year, if applicable.

The project will utilize one-time funds to create discrete sections of sidewalk and paved street. Maintenance and cleaning of the sidewalks will be supported through the City's budget. The success of this project will be used to support future year budget requests to expand the city funded system expansion of sidewalks.

F.4. Explain your organization's ability to proceed with the project without your requested CDBG funds, or with an award less than your requested amount.

The city currently does not have the funds to support the development of sidewalks in these communities as sidewalk funds are being prioritized for connectivity projects on the City's low stress network. If CDBG funds are not awarded, the City will not be able to create these sidewalk sections for the foreseeable future. With less funding, the City could deliver fewer sections of the sidewalk and road improvements, but some could still be built.

F.5 CDBG Funds Requested:

\$383,000.00

F.6 CICT Funds Requested:

\$0.00

F.7. Leveraged Funds:

\$0.00

G. Budget

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G. Budget

Please provide the following information.

G.1. Project Budget

AHF funds requested	Project Activities	CDBG Funds Requests	AHF Funds Requested	CICT Funds Requested	Other Public Funds	Private Funds	Activity Total
\$0.00	Project as described in the application and outlined in the attached budget	\$383,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL	\$383,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

G.2. Other Public Funds

Source	Use of Funds	Amount of Funding	Funding Status
TOTAL		\$0.00	

G.3. Private Funds

Source	Use of Funds	Amount of Funding	Funding Status
TOTAL		\$0.00	

G.4. Funding Documentation

Funding Documentation - Letters of funding commitment from sources

***No files uploaded*

H. Project Feasibility and Readiness

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H. Project Feasibility and Readiness

Please provide the following information regarding project feasibility and readiness:

H.1. A description of the organization's administrative capacity to complete the project, including its experience in implementing and managing activities similar to the proposed project. If capacity is achieved through partnerships with or utilization of other organizations or agencies, describe the nature and status of these partnerships.


The City of Bend has the administrative capacity to complete the sidewalk and road improvements project. The City has experienced asphalt and concrete crews and project managers that routinely conduct similar projects as part of maintenance or as funding is available. Because the project will be discrete, the City plans to deliver these projects with the Transportation and Mobility Department outside of the peak road improvement season. Because of the federal nature of these funds, the City will do a public procurement for any necessary materials and for the specialized concrete curb installation on Alden and Cleveland, if awarded funds through this grant opportunity. The City, with about 800 employees, is confident we have the expertise, capacity, and experience to successfully deliver this pilot project on behalf of the community.

H.2. A description of neighborhood and/or community support for the project. Attach letters of support or other evidence of neighborhood/community support.

Community Members living with disabilities - in the 2024 Fair Housing Survey conducted by the City, individuals living with physical disabilities expressed support for increased infrastructure improvements to increase their ability to safely navigate through the community.

Cascades East Transit - Central Oregon's transit provider, Cascades East Transit, has expressed support for this project, please see the attached Letter of Support.

COBAAC - The Chair and Vice chair of the City of Bend's Accessibility Advisory Committee are supportive of this grant request, please see the attached Letter of Support.

 **Letters of Support**

CET Letter of Support - 2024-10-28 - Bend CDBG Sidewalks.pdf

COBAAC Individual Support Letter Re Sidewalk Connectivity CDBG.pdf

H.3. A description of the organization's readiness to proceed with the project. For example, is staff currently available to work on the project, or is the organization ready to proceed with hiring staff?

This application supports shovel ready sidewalk and paving projects. The City of Bend Team is prepared to proceed with the project and has the capacity and necessary team to deliver this project if selected.

H.4 For CDBG applicants, a description of the organization's familiarity with meeting the federal requirements listed in the [City of Bend Public Services Program Rules and Requirements](#), and/or the organization's plan for ensuring that these requirements are satisfied.

The City of Bend has a long history of meeting federal requirements. In partnership with the Grant Coordinator, the Legal Team, Procurement, and Finance, the Transportation and Mobility Department is confident in the City's ability to manage and meet regular reporting requirements, as we have with countless federal grants in the past.

H.5. For CDBG applicants only, will the full amount of the funds be spent by June 30, 2026? Select from the dropdown menu.

Yes

I. Required Documents

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Address: 710 NW Wall St, Bend, OR 97701

I. Required Documents

Please provide the following information.

Please download, complete, and upload the document (s) below:

- [504 Self-Evaluation Checklist](#)

Documentation

504 Self-Evaluation Checklist *Required

Accessibility 504 Self-Certification Complete Streets and Low Stress Network Improvements.pdf

Equity and Inclusion Policy

Composite Equity Statement_v.3.2_FINAL DRAFT_090924.pdf

Map of Project Location

Complete Streets and Low Stress Network Improvements Map.docx

Complete Streets and Low Stress Network Improvements Site Photos.docx

Proof of Non-Profit or Governmental Status

Proof of Governmental Status.pdf

State of Oregon Business Registry Printout

***No files uploaded*

 **Unique Entity Identifier (UEI) Number**

City of Bend UEI.pdf

Submit

Completed by cogren@bendoregon.gov on 10/28/2024 12:25 PM

Case Id: 30296

Name: City of Bend - 2025

Address: 710 NW Wall St, Bend, OR 97701

Submit

Once an application is submitted, it can only be "Re-opened" by an Administrator. Also note: please check your Spam email folder if you have not received any emails from Neighborly.

The applicant certifies that all information in this application, and all information furnished in support of this application, is given for the purpose of obtaining funding under the City's Affordable Housing Development Program.

I understand that U.S.C. Title 18, Sec. 1001, provides: "Whoever, in any matter within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies...or makes any false, fictitious or fraudulent statements or representation, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than five years, or both."

I certify that the application information provided is true and complete to the best of my/our knowledge.

I agree to provide any documentation needed to assist in determining eligibility and are aware that all information and documents provided, except as exempted pursuant to law, are a matter of public record.

I further grant permission and authorize any bank, employer, or other public or private organization to disclose information deemed necessary to complete this application.

Signature

Chris Ogren

Electronically signed by cogren@bendoregon.gov on 10/28/2024 12:25 PM

Spec	Description	Unit	City Cost	Qty Linnea	Amount	Qty Watt	Amount	Qty Cleveland	Amount	Qty Alden	Amount	Qty Pettigrew	Amount	
970	trenching and conduit	foot	200									20	4,000	
1000	right of way development and control													
1040	Rock mulch	ton	30			45	1,350							
1040	Landscape restoration	ls	1000			4	4,000							
1070	remove/ reinstall mailbox supports	ea	300											
	conduit/ utility relocate	ea								ea	3000			
	concrete block wall	ea	3000	1	3,000									
	mail box	ea	200					1	200					
	Subtotal				29,324		24,580		140,093		100,747		49,467	
200	General													
210	Mobilization	ls	0		-		-		-		-		-	
221	Traffic Control	ls	0.03		880		737		4,203		3,022		1,484	
305	Construction Survey Work	ls	0.03		880		737		4,203		3,022		1,484	Total
	engineering/ inspection	ls	0.05		1,466		1,229		7,005		5,037		2,473	All Projects
	Total				32,550		27,284		155,503		111,829		54,908	382,074
	contingency		0.1		3,255		2,728		15,550		11,183		5,491	
	Total with Contingency				35,805		30,012		171,054		123,012		60,399	
													420,282	w/ contingenc

ongoing maintenance - no grant funding needed, will become part of city infrastructure inventory
relocation/ insurance costs - none; paving gravel roads can reduce home insurance costs

City of Bend Housing Connect – Photos of Project Locations

Watt Way Missing Sidewalk



Linnea Missing Sidewalk



Arnett Missing Sidewalk

Looking North from Rehab Center driveway



Looking south from Rehab Center driveway



Cleveland Gravel Street- not accessible



4th Street Missing Sidewalk



Alden Gravel Street – not accessible



Pettigrew Sidewalk Gap, no marked crossing on corridor



October 28, 2024

To Ian Schmidt, Chair and members of the Affordable Housing Advisory Committee,

As current Chair and Vice Chair of the City of Bend Accessibility Advisory Committee, we submit this letter to reflect our enthusiastic support of the City of Bend's grant application to the Affordable Housing Advisory Committee for the Community Development Block Grant (CDBG) Program. It is our hope that the City is awarded funds to develop sidewalk connectivity, and specifically, segments adjacent to three transit stops and paving two gravel streets as complete streets to connect to low stress network routes.

These projects are necessary improvements and will greatly increase the safety and access to Cascades East Transit's (CET) bus stops as well as improve connectivity to Central Oregon's transit network in Bend. This project will benefit our community, specifically residents of nearby affordable housing developments, those experiencing mobility challenges, and frequent users of the transit system.

Expanding the City's network of low stress routes and complete streets, and CET's network of well-connected transit stops will benefit residents in Bend generally but will have many specific impacts on those in the community living on low incomes or experiencing physical disabilities, including: cost savings from increased access to the transit system, access to employment opportunities, access to services, physical safety, and independence for those with limited mobility.

We respectfully request your full consideration of these infrastructure improvements for CDBG funding as they will increase the safety, equity, and reliability of our transportation system.

Sincerely,

Carl Burnett
COBAAC Chair

John Heylin
COBAAC Vice Chair

Cascades East Transit

Central Oregon Intergovernmental Council
334 NE Hawthorne Ave, Bend, OR 97701
cascadeseasttransit.com



COIC

October 28, 2024

To: Ian Schmidt, Chair
Affordable Housing Advisory Committee members

We submit this letter to reflect our enthusiastic support of the City of Bend's grant application to the Affordable Housing Advisory Committee for the Community Development Block Grant (CDBG) Program. It is our hope that the City is awarded funds to develop missing sidewalk segments adjacent to three transit stops and paving two gravel streets as complete streets to connect to low stress network routes.

These projects are necessary improvements and will greatly increase the safety and access to Cascades East Transit's (CET) bus stops as well as improve connectivity to Central Oregon's transit network in Bend. This project will benefit our community, specifically residents of nearby affordable housing developments, those experiencing mobility challenges, and frequent users of the transit system.

The City of Bend and CET continuously work together to connect safe, comfortable, and reliable pedestrian routes from denser subdivisions and affordable housing developments to transit stops. The City and CET have a long history of partnering together to improve the travel experience of those in Bend and hope to continue this partnership on these projects. Officials from both organizations have consistently heard interest from community members to improve connectivity to the transit system.

Expanding the City's network of low stress routes and complete streets, and CET's network of well-connected transit stops will benefit residents in Bend generally but will have many specific impacts on those in the community living on low incomes or experiencing physical disabilities, including: cost savings from increased access to the transit system, access to employment opportunities, access to services, physical safety, and independence for those with limited mobility.

We respectfully request your full consideration of these infrastructure improvements for CDBG funding as they will increase the safety, equity, and reliability of our transportation system.

Sincerely,

Eric Lint
Strategy + Program Manager
elint@coic.org | 541-419-4257