

Program Overview

Completed by cogren@bendoregon.gov on 10/24/2024 3:24 PM

Case Id: 30319

Name: City of Bend - Roundabout Project - 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 12/23/2024

- 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: 30319

Name: City of Bend - Roundabout Project - 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

Complex Intersection 3D Modeling

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

See narrative - several locations 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: 30319
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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	40
Cassandra Kehoe	Accessibility and Equity Manager	> 5 years managing accessibility projects and programs	20
			140

C. Project Description

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C. Project Description

Please provide a brief description of the following:

C.1. Total Amount Requested:

\$32,000.00

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

4

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

Create and print 3D models of complex intersections to help people with limited vision better understand & safely navigate street crossings. We will also provide training with partners on navigating different intersection types and transit stops.

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 of 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 or visual impairments identified difficulties navigating steep hills, roundabouts with confusing and varying design, intersections and roundabouts with no audio cues, and limited 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.

This lack of infrastructure to support mobility for those with disabilities results in limits to access to affordable housing for those with disabilities. As Bend grows, it continues to build roundabouts and more complex intersections to accommodate growth. While these different intersection types improve safety overall, people with limited vision have identified challenges navigating complex intersections. People with low-incomes and/or physical disabilities often have to consider the connectivity and quality of nearby 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.

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.

While more complex intersections and traffic patterns can enhance safety for able-bodied pedestrians and drivers, it should not come at the cost of safety for those with physical disabilities, including limited vision. This project will enable the City to take three dimensional (3D) models of complicated intersections and roundabouts, which will then be used to create improved signage, add audio cues, and provide public outreach and improved access to resources for those

with limited vision who want to safely navigate these new traffic patterns. This project will allow people with limited vision to learn about roundabout design and features a format that is designed for people with limited vision, by creating 3D models. This tool has been specifically requested by people with limited vision to help them understand the concept and learn how to safely navigate the intersections. The project will develop a standard AutoCad layer to adopt in future design builds so that the City or any member of the public can use the drawings to print a 3D model. The City has established partnerships with local orientation and mobility specialists, and will work with them to provide training including navigating routes to bus stops (for example at the 27th/ Butler Market roundabout). This proposal is specifically to include modeling for the following:

- Single lane roundabout (specific locations to be determined)
- Multi-lane roundabout at 27th/Butler Market
- Separated roundabout at 9th/Wilson
- Separated intersection at 3rd/Wilson

The City will use CDBG funds to develop detailed drawings of complex intersections in Bend so that members of the public can create their own 3D models and not rely exclusively on others for support, improving independence and safety of community members.

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 does not currently provide this service, so this is a pilot project. In the past, the City has tried using Braille to provide information for those with limited vision, but for the scope and scale of this project, providing Braille is not an appropriate substitute for 3D models that help an individual fully understand how the intersection works and traffic flows. This project will expand on the City's efforts to create a more accessible format to share information about how to navigate City streets for those with disabilities.

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

We know that improving access and visibility at complicated traffic intersections brings several significant benefits for individuals with limited vision, including:

- Enhanced Safety: More information and a better understanding of how the intersection works will reduce the risk of accidents, making it safer for visually impaired individuals to navigate intersections.
- Increased Independence: With improved access to infrastructure, those with limited vision can move around more freely and confidently without needing as much assistance.
- Increased Access: From the 2024 survey results referenced above, we know that people experiencing physical disabilities are unable to move safely in certain parts of the community, and therefore don't have full access to some affordable housing developments.
- Greater Inclusion: When intersections are designed with accessibility in mind, it promotes inclusivity, ensuring that everyone, regardless of their vision, can participate fully in community life.
- Improved Mobility: Enhanced intersection design can lead to smoother and quicker travel, allowing visually impaired individuals to reach their destinations more efficiently and independently.
- Community Awareness: Implementing these improvements raises awareness about the needs of visually impaired individuals, fostering a more supportive and understanding community.

These benefits collectively contribute to a more inclusive, safe, and supportive environment for individuals with limited vision, and those with physical disabilities more broadly.

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

or problem.

The City of Bend plans to rapidly implement this pilot program if awarded. If the program is successful, ideally, the project would be expanded to cover all complex or atypical intersections to ensure City-wide accessibility. The City of Bend will track progress in numerous ways:

- Through the City of Bend's Accessibility Advisory Committee (COBAAC), the City will provide an annual update on the status of program implementation, and take input from the committee on new or updated priorities, and track the number of requests for models.
- Through the webpage that hosts the 3D models, the City can track traffic to the page to see if it is actually being utilized by members of the community.
- Internally tracking how many 3D models are created for community members.

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 robust partnerships with many agencies that serve individuals with physical disabilities. The City works regularly with The Oregon Department of Transportation (ODOT) and Cascades East Transit (CET), two of the predominant transportation infrastructure providers in the region, on joint mobility and education projects to coordinate infrastructure and education.

The City routinely works with the ODOT Active Transportation Coordinator on identifying improvement opportunities on project designs. The City and ODOT recently held a field day event where staff used wheelchairs and were blindfolded to experience how those with disabilities navigate. Staff also traveled alongside side community members with disabilities to hear first-hand how infrastructure design aids or impacts their ability to move around town.

The City also hosts the City of Bend Accessibility Advisory Committee (COBAAC) which exists to assist and advise the city on the most efficient and responsible means by which to make its programs, services, activities and facilities accessible to all of Bend's residents and visitors. The Committee has an 11 member board and meets monthly to provide recommendations and receive feedback from the community.

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:
06/15/2026

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

Task	Start Date	End Date
Contract with Consultants	7/2/2025	7/31/2025
User Feedback/Needs Confirmation	8/1/2025	9/15/2025
Determine Model, Drawing Features, Symbolology, and Format	9/15/2025	10/15/2025
Print, Test, & Finalize Models	10/15/2025	12/15/2025
Education/Training	3/15/2026	5/31/2026

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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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.

4

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.

This project will allow for utilization by all members of the community, but intersections and websites inherently do not have exclusive uses so the utilization by a moderate-income person would not limit access to those with low-incomes. Additionally, the City of Bend's accessibility team can assist those with low-incomes who may not have ready access to technology, so that they can benefit from this program regardless of income.

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 would measure project benefit in several ways:

- Surveys and Feedback - Collecting feedback from individuals with limited vision about their experiences before and after the improvements can provide direct insights into the changes in their safety, independence, and overall satisfaction.
- Accident and Incident Reports: Monitoring the number of accidents or near-misses involving visually impaired pedestrians at these intersections can help assess improvements in safety.
- Web Traffic: Measuring how often the page with this information is utilized
- Observational Studies: Conducting observational studies to see how visually impaired individuals interact with the improved intersections can provide qualitative data on their behavior and ease of navigation.

F. Financial Information

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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

3D Modeling of Complex Intersections 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.

- City of Bend staff to serve as project manager
- ODOT staff have indicated they would like to also support the project with staff, the City is able to do this work independently but welcomes ODOT support if available
- Contract transportation/accessibility design consultant to develop the standards and model
- Contract education consultant such as Commute Options to create material
- Contract orientation and mobility consultant to help with model feature identification, testing, and navigation training
- Contract printing of three dimensional models

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

The City of Bend would need to secure additional funds to continue this project past the pilot phase, this could include future requests for CDBG funds or securing other grant opportunities. The three dimensional models created with these funds would maintain their use, but program expansions would require additional funding.

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 of Bend is currently not able to proceed with this project without the requested CDBG funds. A reduction in funds would also make the project infeasible at this time.

F.5 CDBG Funds Requested:

\$32,000.00

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	Complex Intersection 3D Modeling	\$32,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,000.00
	TOTAL	\$32,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,000.00

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

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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 three dimensional modeling project, in partnership with consultants. The City of Bend routinely manages education, outreach, and accessibility projects to support our capital projects. The City of Bend has existing collaborative projects with each type of partner noted in the f2 assumptions section (transportation consultant, orientation consultant, and print shops). 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 (including limited vision) 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 Accessibility Advisory Committee have expressed support for this project, please see attached Letter of Support.



Letters of Support

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

COBAAC Individual Support Letter Re Roundabout Access.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?

City staff is currently ready and available to work on this project. This project has been identified and prioritized for part of the Transportation & Mobility Department's upcoming work tasks for 2025 and 2026, along with the City's procurement team on standby, ready to hire a consultant and procure the necessary materials to ensure this project is successful.

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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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 Complex Intersection 3D Modeling.pdf



Equity and Inclusion Policy

Composite Equity Statement_v.3.2_FINAL DRAFT_090924.pdf



Map of Project Location

CityofBend3DComplexIntersectionMap.pdf



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

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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 1:15 PM

CGBG Grant 2025 to 2027

City of Bend Barrier Free Access to Housing

Task	Cost	Description
Contract Consultants	x	city staff
User Feedback/ Needs Confirmation	\$ 4,800.00	Est 40 hours consultant plus staff
Determine Model, Drawing Features, Symbology, and Format	\$ 4,000.00	Est. 30 hours consultant plus staff
Print and Test Models (draft and final) with different materials and sizes	\$ 16,300.00	est 80 hours and \$6800 materials plus staff
Education & Training	\$ 6,900.00	est 40 hours consultant and \$2200 materials plus staff
Incorporate into Standards	x	city staff
Total	\$ 32,000.00	

Cascades East Transit

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



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 3D models of complex intersections within the City of Bend to help educate people with limited vision on how to safely navigate roundabouts and separated intersections and provide community trainings with local partners.

These projects will benefit some of the most vulnerable in our community who have limited access to employment opportunities, necessary services, and have limited independence because of a reluctance to navigate complex intersections for fear of safety. This project will benefit members of our community who are often overlooked, specifically residents of nearby affordable housing developments and those experiencing limited visibility.

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 vision.

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

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 3D models of complex intersections within the City of Bend to help educate blind members of our community, and people with limited vision on how to safely navigate roundabouts and separated intersections and provide community trainings with local partners.

These projects serve as an opportunity to benefit disabled members of our community who have expressed fear and consternation at the prospect of navigating complex intersections, specifically roundabouts. This project will benefit members of our community who have been historically marginalized, specifically residents of nearby affordable housing developments and those with low vision and those who are blind.

The City of Bend and COBAAC work together to advocate for a more accessible city for residents and visitors, alike. Expanding the City's network of low stress routes and complete streets 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 vision.

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 for all members of our community.

Sincerely,

Carl Burnett
COBAAC Chair

John Heylin
COBAAC Vice Chair