



CITY OF BEND

Transportation Fee Follow-Up

Russ Grayson, Chief Operating Officer
Sarah Hutson, Senior Policy Analyst

December 4, 2024

Goals of Today's Presentation

- Overview Phase 2 work plan
- Set Bend Economic Development Advisory Board (BEDAB) & business community engagement meeting approach
- Define any exemption/discount priorities
- Get Council direction on next steps

Phase 2 Framework

		Phase 1 - Current	Phase 2 - Proposed
Total Annual Revenue Target		\$5M	\$10M
Revenue Allocation		53% Residential / 47% Non-residential	
Residential Rates	Single-Unit Accounts	\$5.60	~\$11-12
	Multi-Unit Accounts (cost per unit)	\$4.15	~\$8-9
	Accounts on Utility Billing Assistance	\$2.80	~\$5-6
Non-Residential Rates	Standard	\$6.25 per 1,000 SQFT*	SQFT + business use [intensity]
	Special Units	<ul style="list-style-type: none"> Schools per student Tourist accommodations per room Parks per acre STR supplement (whole-house) 	Expand to include other customer categories with non-standard units of measurement

*Tiered rate applies for accounts with >50K SQFT of building space

Illustration of Phase 2 Non-Residential Rates

Using Hillsboro as an example of a fee structure with grouped uses:

Property Type Category	Current Rate
1	\$0.27
2	\$0.73
3	\$2.32
4	\$5.26
5	\$14.67
6	\$37.50

25K SQFT
Hardware Store
(Category 3)

1.5K SQFT
24-Hour
Convenience Market
(Category 6)

Pay roughly
the same
fee per
month

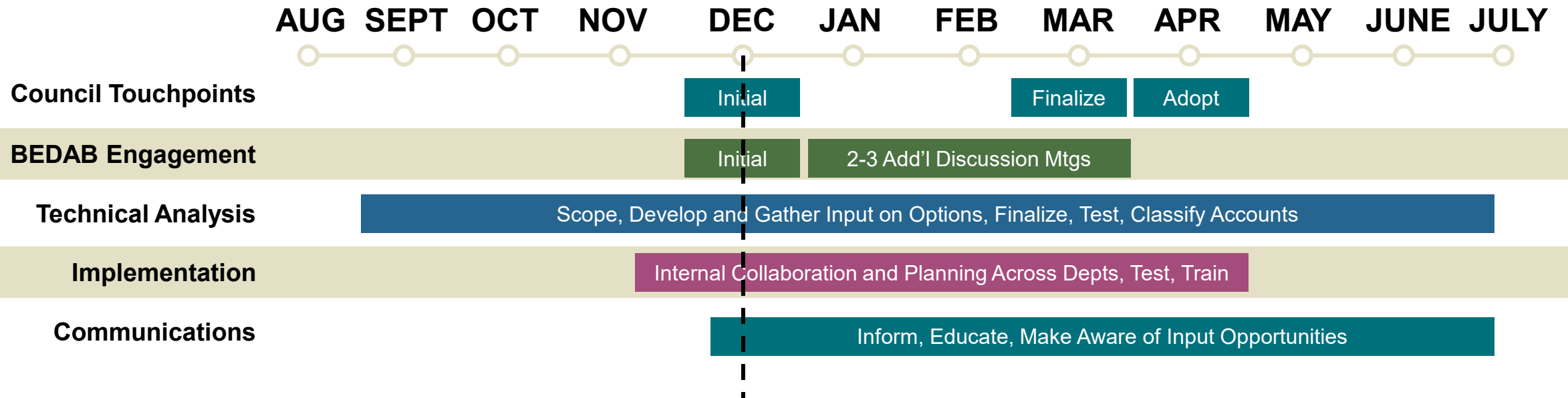
Businesses are assigned to a category based on land use;
the rate is per month per 1,000 SQFT



Phase 2 Technical Analysis

- Linking business registration data to trip generation categories
- Rate option development (e.g., STRs, mixed-use, special rate classes)
- Rate scenarios for evaluation (built upon Phase 1 rates) with sample bills and comparison to benchmark cities

High-Level Project Plan – Phase 2



BEDAB & Engagement Approach

Ask for BEDAB:

- Generating \$4.7M from non-residential
- Feedback on:
 - # of categories
 - Discounts / exemptions
 - Mixed-use
 - Fee caps
 - STRs
 - Cumulative impact on businesses
 - Summary input for Council

Business Community Engagement:

- Inform, educate, and make aware of input opportunities
- City newsletters / email lists
- Work with partners (e.g., Chamber, EDCO) to expand reach
- Different content approaches, such as video

BEDAB meetings December 16 -March 3



Exemption / Discount Overarching Considerations

Which, if any, customer types should be considered for an exempted or discounted Transportation Fee?



Is the Transportation Fee the preferred mechanism?

Is there a connection to reduced transportation system impact?

Is the option consistent with goal of supporting a multi-modal system?

Does the option advance other City objectives?



How does the option impact operations and revenue?

How do we monitor eligibility over time?

Are additional staff or resources needed to implement?

Do we forego revenue or set the revenue target higher?

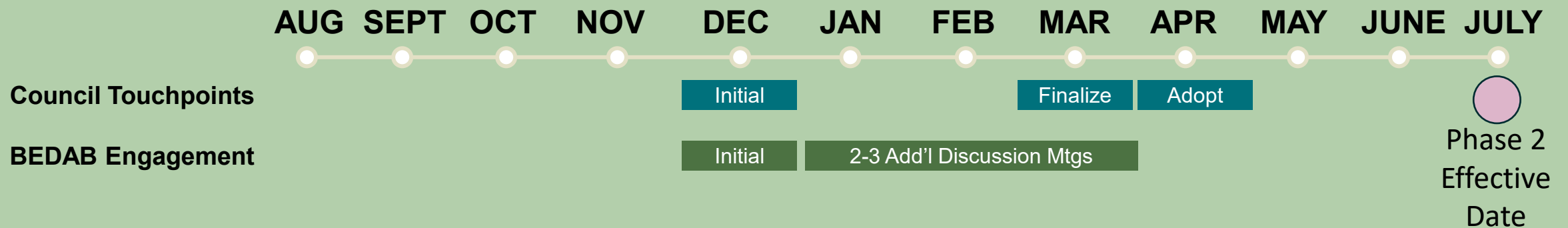


Possible Exemption / Discount Approaches

- Where to focus any efforts (residential and/or non-residential)?
- Consistency with other exemptions (example: SDC exemptions for affordable housing and childcare facilities)
- Building off existing City programs focused on reducing system impact (example: Transportation and Parking Demand Management)
- Leveraging partner relationships (example: Commute Options, Neighbor Impact, Bend Park and Recreation District)
- Synergy with concurrent policy efforts (example: parking policy)

Council Guidance

- Priorities for exemptions/discounts
- Business community engagement plan
- Next Council touchpoint





To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Sarah Hutson at shutson@bendoregon.gov or 541-693-2132; Relay Users Dial 7-1-1.

